ADVERTISE!

The Best Medium for Advertising in the Colony is

THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

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OF EVERY DESCRIPTION

Promptly, Neatly, & Cheaply Executed

AT THE

'China Mail Office,'

5 WYNDHAM STREET.

No. 11,478 | 號九十月二十年九十九百八千一英 | HONGKONG, TUESDAY, DECEMBER 19, 1899. | 日七十月一十年亥己 | PRICE, $2.50 per Month.

Business Notices.

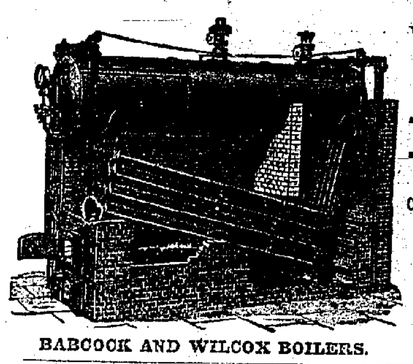
W. S. BAILEY & CO.,

17, *PRAYA CENTRAL.*

Engineers and General Merchants.

PUMPS, PACKINGS, SHIP'S TELEGRAPHS,

ENGINE AND BOILER MOUNTINGS, INJECTORS, GENERAL STORES.



BABCOCK AND WILCOX BOILERS.

W. S. BAILEY, M. I. Mech. E. E. O. MURPHY, Wh. Sc.; A. I. Mech. E.

Bailey & Murphy,

Consulting and Superintending Engineers, Contractors and Surveyors.

Supervision, Surveys, Reports, Estimates and Plans of all Classes of Steamers and Machinery.

ANHEUSER-BUSCH BREWING ASSOCIATION

Lager Beer.

For Sale by

W. G. HUMPHREYS & Co.,

Sole Agents.

Hongkong, Oct. 10, 1899. 2246

HONGKONG BENEVOLENT SOCIETY

A GENERAL MEETING of the above SOCIETY will be held on WEDNESDAY, 20th December, at 12 o'clock (Noon), in the City Hall.

The Public are invited to attend.

M. FORBES,
Hon. Secretary.

Hongkong, December 6, 1899. 2621

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE.

CERTIFICATES for New Issue of Shares are now ready and can be obtained at the Company's Office, No. 4, Queen's Buildings, in Exchange for Bankers' Receipts.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, Dec. 16, 1899. 2715

FOR SALE.

A No. 1 YOST TYPEWRITER, in perfect condition. An American Collapsible Bicycle crate (wood). A 'James' Gent's Bicycle in good order. Owner going home. Apply by letter to:—

'B. O. E.'
Care of 'China Mail' Office.

Hongkong, December 14, 1899. 2695

XMAS. XMAS.

Lace! Lace! Lace!

REAL FORCHON (Handmade) in Silk, Linen and Cotton.
Grass-cloth Embroideries and Drawn-Work, Silk-Embroideries and Chefoo Pongees.

FR. BLUNCK,
Lace Manufacturer,
9, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, Dec. 6, 1899. 2628

GERMAN CHURCH AND SCHOOL SOCIETY.

THE SCHOOL of the Society will be OPENED on MONDAY, the 8th January, 1900, at the Hall of the Union Church, and will be under the personal superintendance of Pastor and Mrs. Kriele.

As the number of Pupils to be admitted is limited, there are only a few vacancies and Parents desirous that their Children should join are requested to apply to the undersigned for all particulars.

PAUL BREWITT,
Hon. Secretary,
Zetland Street, No. 2.

Hongkong, December 15, 1899. 2710

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company 38 and 40, Queen's Road Central, on THURSDAY, the 28th day of December, 1899, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 30th November, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 28th Instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, December 13, 1899. 2687

MUSICAL INSTRUMENTS

MAKE USEFUL

CHRISTMAS PRESENTS.

Violins, Cellos, Mandolines, Mandolas, Guitars, Banjos, Guitarras, Zithers, Cornets, Trombones, Euphoniums, Clarinets, &c.

LANE, CRAWFORD & CO.

Robinson Piano Co.

6 NEW PATENT MODEL BRINSMEAD PIANOS.

6 RACHALS PIANOS, Magnificent Instruments.

Also, GRAND PIANOS, by Bechstein, Lipp, Rachals, &c.,

At very Moderate Figures.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.





FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.

PURE AND MILD.

Sole Importers,

32 F. BLACKHEAD & Co.

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,
No. 9, Queen's Road Central,
Entrance by Ice House Street, (New Victoria Hotel).

2716

REGATTA HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at 11.45 a.m., TO-MORROW (WEDNESDAY), 20th Instant.

For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.

For 'The National Bank of China, Limited,'
GEO. W. F. PLAYFAIR,
Chief Manager.

For 'The Mercantile Bank of India, Limited,'
JOHN THURBURN,
Manager, Hongkong.

For the 'Banque de L'Indo-Chine, Hongkong Agency,'
L. BERINDOAGUE,
Acting Manager.

For the 'Bank of China and Japan, Ltd.,' Hongkong,
CHANTREY INCHBALD,
Manager.

For the 'Yokohama Specie Bank, Ltd.,'
S. CHOH,
Agent.

For the 'Imperial Bank of China,'
E. W. RUTTER,
Acting Manager, Hongkong.

Hongkong, December 19, 1899. 2690

NOTICE.

I Have now OPENED up a HOTEL at KOWLOON CITY, Supplying the Best of English Liquors and Aerated Waters. Meals at all Hours.

W. WOODCOCK,
Proprietor.

Hongkong, December 18, 1899. 2724

VICTORIA REGATTA.

TO-MORROW (WEDNESDAY), 20th December.

CAPTAIN AMESBURY having kindly lent the Victoria Recreation Club the American Barque *Adolph Obrig* as Flagship, the Committee request the pleasure of the Company of the Ladies of Hongkong on Board on the occasion of the Annual Regatta.

Through the courtesy of the Chief Manager of the Dock Company, the *Fame* will convey passengers to the Flagship each day, leaving the New Pedder's Wharf at 12.30 p.m. and 1 p.m., and returning 10 minutes after the last Race.

The Ladies' Prize will be presented on board the Flagship by Miss Powell on Tuesday.

Admission to the Flagship, $1 each day.

A Portion of the Flagship will be reserved for Ladies and their Friends.

TICKETS of Admission may be obtained from the Steward, Victoria Recreation Club, or on Board.

By kind permission of Lieut.-Colonel Retallick and the Officers, the Band of the Hongkong Regiment will perform each day.

W. MACHELL,
Hon Secretary.
Victoria Recreation Club.

Hongkong, December 19, 1899. 2707

MUSIC

MAESTRO GALLUZZI, of the Royal Conservatoire of Naples, is prepared to receive a limited number of pupils.

Apply to

MAESTRO GALLUZZI,
Hongkong Hotel.

Hongkong, November 25, 1899. 2350

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA*



BELL'S ASBESTOS PACKINGS

ARE THE BEST.

BELL'S BOILER COMPOSITION

IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,
MANAGERS.

1789

LANE, CRAWFORD & Co.

CHRISTMAS and - - NEW-YEAR GOODS

Filberts, Brazils, Almonds, Barcelonas.

FIGS. FIGS. FIGS.

CADBURY'S SELECTED CHOCOLATES

ENGLISH and FRENCH CONFECTIONERY.

HUNTLEY AND PALMERS'

XMAS AND CAMBRIDGE CAKES.

CROSSE AND BLACKWELL'S

XMAS PUDDINGS ! ! !

TOM SMITH'S CRACKERS in Great Variety

Gorgonzola, Stilton, and Roquefort Cheese.

SELECTED HAMS.

And other Delicacies too numerous to mention.

TOYS TOYS TOYS

YOUTHS' CYCLES, ROCKING HORSES, MAGIC LANTERNS, ELECTRIC TOYS, CINEMATOGRAPHS, CLOCKWORK AND MECHANICAL TOYS.

DOLLS. DOLLS.

XMAS & NEW YEAR PRESENTS.

WILKINSON, HEYWOOD & CLARK, LTD.,

(*PROPRIETORS OF* DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS,

AND

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS





BELL BRAND

PAINTS

OF ALL COLORS,

WHITE LEAD,

WHITE ZINC,

RED LEAD,

TURPENTINE,

COPAL VARNISH

AND

PALE BOILED

LINSEED OIL.

It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(*All Kegs Bear a Green St. Andrew's Cross.*) 561

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is Situated at Victoria Gap, adjoining the Tramway Station, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at Plunkett's Gap, five minutes' walk from the Peak Hotel.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City Office 7, Duddell Street. A. Moir, *Manager.*

MANILA ALHAMBRA - - FACTORY CIGARS.

HARVEY'S

ROYAL TAWNY PORT.

THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent:
W. HUTTON POTTS.

Office: Dairy Farm Building, *Below Glenealy.*

Business Notices.

CHOICE SELECTION OF SWEETS

IN SPLENDID CONDITION.

'Reviving Sweets repair the Mind's Decay.'—POPE.

CADBURY'S CHOCOLATE CREAMS,

A LARGE VARIETY IN FANCY BOXES, AT POPULAR PRICES.

PASCALL'S GOLDEN MALTEX, EVERTON TOFFEE, LEMON BARLEY SUGAR, ALMOND FLOTS, RASPBERRY DROPS, APRICOTINES.

Watkins, Limited,

2588 66, *QUEEN'S ROAD CENTRAL, HONGKONG.*

GREEN ISLAND CEMENT COMPANY, LIMITED.

Portland Cement.

$5.00 per Cask of 375 lb. net ex Godown.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS. 2685

W. POWELL & Co.

A MERRY XMAS

IS ACCENTUATED BY AN EXCHANGE OF SEASONABLE GIFTS.

WE ARE NOW SHOWING A CHOICE AND NOVEL COLLECTION OF

TOYS AND FANCY GOODS.

SUITABLE PRESENTS FOR ALL AGES.

W. POWELL & Co.,
Immediately Opposite Post Office, 1st Floor.

2571

Bottled Stouts.

IND COOPE'S, per Cask of 8 Dozen Pints $16.00

GUINNESS', (BOAR'S HEAD) do. 22.00

Trade Mark. 和源 *Hong Name* YUEN WO Telephone No. 135.

SOLE AGENTS:

H. PRICE & Co.,
12, QUEEN'S ROAD.

2620

FURTHER IMPROVEMENTS

IN THE

HONGKONG HOTEL.

NEWLY FURNISHED ROOMS on FIRST FLOOR, OLD BUILDING.

EVERY COMFORT AND CONVENIENCE PROVIDED FOR GUESTS

2196

LANSON PERE ET FILS.

CHAMPAGNE.

VINTAGE 1893.

AS SUPPLIED TO H.R.H. THE PRINCE OF WALES.

IN QUARTS. PINTS AND ½-PINTS.

Telephone 75.
15, Queen's Road.

CALDBECK, MACGREGOR & Co.,
Wine & Spirit Merchants.

2599

THE

VICTORIA DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST.

Prices 50 Cents and $1.

CRUICKSHANK'S COUGH BALSAM.

For Coughs, Colds, Hoarseness, Influenza, Asthma, Consumption Hooping Cough, Bronchitis and all Diseases of the Chest and Lungs.

Price $1 per Bottle.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

1763

THE PHARMACY,

10 Queen's Road Central (Formerly occupied by Levy Hermanos.)

THIS Business has been under entirely New Management since August 1st. All Prescriptions dispensed by a qualified Chemist. Special attention paid to French and all other Foreign formulæ.

ENGLISH AND FOREIGN PATENT MEDICINE.

Homœopathic Medicines.
Medicine Chests Refitted.
Wines and Spirits.
Manila Cigars (*Direct from Makers*).

Manager, RICHARD FLINT.

1832

COTTAM & Co.,

FOR

AMERICAN BOOTS AND SHOES, OVERLAND TRUNKS, AND CHRISTY'S AND TOWNEND'S HATS.

1375

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give TWO PERFORMANCES of the LAUGHABLE FARCE, Entitled

'MOTHER-IN-LAW,'

IN THREE ACTS
BY
TALFOURD TWIGG, Esq.,
ON
THURSDAY, 21st December, 1899,
SATURDAY, 23rd December, 1899,
Commencing each EVENING at 9 p.m. precisely.

Dress Circle, $3. Stalls, $2. Pit, $1. Half-price to Pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, 18th December, at 10 a.m. Booking Office will be Open daily from that date from 10 a.m. to 4 p.m. daily.

Late Trams will run ½ hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.

Hongkong, Dec. 4, 1899. 2607

THEATRE ROYAL,
CITY HALL.

A GRAND ENTERTAINMENT will be given on SATURDAY, the 6th January, 1900, in the THEATRE ROYAL, at 9 p.m.

In Aid of the
SOUTH AFRICAN FUND,
Under the Patronage of
H.E. Sir HENRY and Lady BLAKE,
H.E. Major-General and Mrs GASCOIGNE,
Commodore and Mrs POWELL,
and all the
Leading Citizens.

☞ Full Particulars Later. ☜

Hongkong, December 12, 1899. 2677

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, *(For Account of the Concerned)*, on

THURSDAY,

the 21st December, at 2.30 p.m., at their Sales Rooms, Ice House Street,—

SUNDRY
HOUSEHOLD FURNITURE,

Comprising:—

DRAWING ROOM SUITE, WARDROBES with BEVELLED GLASS, BUREAU with GLASS, DRESSING TABLES with GLASS, DESKS, MARBLE-TOP WASHSTANDS, IRON BEDSTEADS, BRASS and IRON FENDER, and SET OF FIRE IRONS, COOKING STOVES, BLACKWOOD FURNITURE, VIENNA CHAIRS, DINNER SERVICE, GLASSWARE, CUTLERY, CROCKERY, RUGS, CARPETS, &c, &c.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, December 18, 1899. 2727

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, *(For Account of the Concerned)*, on

SATURDAY,

the 23rd December, at 11 a.m., at Lap Sap Wan Godowns, West Point. Front of the Feather Factory and near The Standard Oil Co.'s Godowns.

ONE LOCOMOTIVE ENGINE & BOILER

in first class condition.

With DOUBLE HIGH PRESSURE CYLINDERS, 9 inch DIAMETER, STROKE 14 inch, WORKING PRESSURE 120 lbs.

TERMS:—As usual.

For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, December 18, 1899. 2728

CHRISTMAS AND NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on SATURDAY, MONDAY, and TUESDAY, the 23rd, 25th and 26th Instant, and on MONDAY, the 1st January, 1900.

Hongkong, 18th December, 1899.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Ltd.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
DOUGLAS JONES,
Secretary,
Union Insurance Society of Canton, Ltd.
W. H. PERCIVAL,
Agent,
North-China Insurance Co., Ltd.
A. S. GARRIT,
Acting Secretary,
China Traders' Insurance Co., Ltd.
SHEWAN, TOMES & Co.,
Agents,
Yangtsze Insurance Association, Ltd.
GEO. L. TOMLIN,
Secretary,
2721 China Fire Insurance Co., Ltd.

To-day's Advertisements

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship ESMERALDA, Captain BLAKLAND, will be despatched for the above Port on WEDNESDAY, the 27th Inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, December 19, 1899. 2734

To-day's Advertisements

'What to give'

is the question of the hour. The best gift for your wife is a Policy of Life Assurance. Clothes will wear out. A piano will get out of tune. Jewelry will become old-fashioned. Bric-a-Brac will break. Most things deteriorate with age, BUT NOT A POLICY OF LIFE ASSURANCE, the older IT gets the more valuable it becomes.

THE EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

'Strongest in the World.'

Apply (stating your age) for Particulars of the 'Guaranteed Cash Value Policies' to the Society's Branch Office, No. 9, Praya, Hongkong.

F. KIENE,
Acting Manager.

Hongkong, December 19, 1899. 2729

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship CALEDONIEN, Captain BOULARD, will be despatched THIS EVENING, the 19th Inst., at 9 p.m.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, December 19, 1899. 2676

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAILOONG, Captain ROBSON, will be despatched for the above Port TO-MORROW, the 20th Inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 19, 1899. 2732

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship FOOCHOW, Captain SMALE, will be despatched TO-MORROW, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 19, 1899. 2735

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship FORMOSA, Captain DOUGLAS, will be despatched for the above Ports, on THURSDAY, the 21st Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 19, 1899. 2733

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 1st January, 1900, at Noon, the Co.'s S.S. *OCEANIEN*, Captain SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *viâ* BOMBAY.

This Steamer connects at COLOMBO with the s. s. *Australien*, which vessel takes on her Passengers and Mails, leaving that Port on the 13th January, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 31st December. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 19, 1899. 2730

FROM HAMBURG, PENANG AND SINGAPORE.

THE N. D. L. S. S. *Wittenberg*, Captain MADSEN, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and Stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd and 28th Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, December 19, 1899. 2736

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Airlie (s)	Gibb, Livingston & Co.	Jan. 6, at Noon.
Australian Ports	Futami Maru (s)	Nippon Yusen Kaisha.	Dec. 23, at 4 p.m.
Australian Ports	Chingtu (s)	Butterfield & Swire.	Dec. 20, at noon.
Bremen & Ports of Call	Prinz Heinrich (s)	Norddeutscher Lloyd.	Dec. 27, at 9 a.m.
Havre and Hamburg.	Ambria (s)	Carlowitz & Co.	Jan. 12.
Havre and Hamburg.	Sarnia (s)	Carlowitz & Co.	About Jan. 22.
Havre and Hamburg.	Wittenberg (s)	Carlowitz & Co.	About Feb. 5.
Havre and Hamburg.	Holsatia (s)	Carlowitz & Co.	About Feb. 10.
Kobe	Taiyuan (s)	Butterfield and Swire.	December 25.
Kobe and Yokohama	Kagoshima Maru (s)	Nippon Yusen Kaisha.	Dec. 21, at 4 p.m.
Liverpool	Tantalus (s)	Butterfield & Swire.	December 24.
London & Ports of Call	Coromandel (s)	P. & O. S. N. Co.	Dec. 23, at noon.
London v. Suez Canal	Patroclus (s)	Butterfield & Swire.	December 20.
London v. Suez Canal	Diomed (s)	Butterfield & Swire.	January 9.
London v. Suez Canal	Anteror (s)	Butterfield & Swire.	January 23.
London v. Suez Canal	Benlarig (s)	Gibb, Livingston & Co.	Dec. 23, at noon.
London via Marseilles	Socotra (s)	P. & O. S. N. Co.	About Dec. 28.
Manila	Esmeralda (s)	Shewan, Tomes & Co.	Dec. 27, at 5 p.m.
Manila	Chingtu (s)	Butterfield and Swire.	Dec. 20, at noon.
Manila	Oceanien (s)	Messageries Maritimes.	Jan. 1, at noon.
Marseilles v. Saigon	Legazpi (s)	Lizarraga Hermanos.	Dec. 20, at noon.
M'alles, H'fo & H'burg	Silesia (s)	Carlowitz & Co.	About Jan. 31.
Marseilles, London, &c.	Awa Maru (s)	Nippon Yusen Kaisha.	Dec. 20, at 4 p.m.
Marseilles, London, &c.	Inaba Maru (s)	Nippon Yusen Kaisha.	January 14.
M'lles, P'mouth, L'don	Parramatta (s)	P. & O. S. N. Co.	March 31.
M'lles, P'mouth, L'don	Massilia (s)	P. & O. S. N. Co.	April 14.
M'lles, P'mouth, L'don	Rohilla (s)	P. & O. S. N. Co.	Dec. 24, daylight.
N'saki, Kobe & Y'ma.	Yawata Maru (s)	Nippon Yusen Kaisha.	Dec. 23, at 4 p.m.
N'saki, Kobe & Y'ma.	Afridi (s)	Dodwell & Co., Ltd.	January middle.
New York v. Suez Canal	Asania (s)	Shewan, Tomes & Co.	About Dec. 27.
New York v. Suez Canal	Monmouthshire (s)	Dodwell & Co. Limited	Dec. 23, at noon.
Portland, Oregon	Shansi (s)	Butterfield & Swire	December 22.
Samarang & Sourabaya	Strathgyle (s)	Butterfield & Swire.	January 10.
San Diego v. Japan	Doric (s)	O. & O. S. S. Co.	Dec. 23, at noon.
S. Francisco v. Japan	China (s)	Pacific Mail S. S. Co	Dec. 20, midnight.
S. Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha.	Jan. 3, at noon.
S. Francisco v. Japan	Caledonian (s)	Messageries Maritimes	Dec. 19, at 9 p.m.
S'hai, N'ki, K'be & Y'ma	Foochow (s)	Butterfield & Swire.	December 20.
Shanghai	Hiroshima Maru (s)	Nippon Yusen Kaisha.	Dec. 26, at noon.
S'pore, C'mbo & B'bay	Lightning (s)	D. Sassoon, Sons & Co.	Dec. 28, at noon.
S'pore, Penang & C'tta	Formosa (s)	Douglas Lapraik & Co	Dec. 21, Daylight.
Swatow, Amoy & T'foo	Hailoong (s)	Douglas Lapraik & Co	Dec. 20, at 10 a.m.
Swatow	Maidzuru Maru (s)	Mitsui Bussan Kaisha.	Dec. 24, daylight.
Swatow, Amoy & T'su	St. Irene (s)	Dodwell & Co., Limited	Dec. 30, at noon.
Tacoma (Wash.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	Dec. 20, at noon.
Vancouver (B.C.), &c.			

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell, by PUBLIC AUCTION, on

THURSDAY,

the 21st December, 1899, at 2.30 p.m.,

A LARGE QUANTITY OF
WINES, SPIRITS, BEERS, Etc.,
Comprising:—

CHAMPAGNE, CLARET, SHERRY, PORT, BRANDY, HOCK, GIN, LIQUEURS, BASS and TENNENT'S ALE, Etc., Etc.

In Lots to Suit Purchasers.

TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, December 19, 1899. 2730

PUBLIC AUCTION
OF
AMERICAN CANDIES.

THE Undersigned will Sell by PUBLIC AUCTION, on

SATURDAY,

the 23rd December, 1899, at Noon, at his Sales Room, Duddell Street,—

A CONSIGNMENT OF
AMERICAN CANDIES,
Comprising:—

MARSH MALLOWS, ANGEL FOOD FRUIT of PARADISE, NOUGAT, ASSORTED CHOCOLATE CREAMS, ASSORTED GUM DROPS, Etc.

And

A Quantity of EGYPTIAN CIGARETTES (in Tins).

On view on day of Sale.

TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, December 19, 1899. 2740

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain S. BELSON, will be despatched for the above Ports on THURSDAY, the 28th Inst., at Noon.

For Freight or Passage, apply to
D. SASSOON, SONS & Co.,
Agents.

Hongkong, December 19, 1899. 2731

STEAMSHIP *CALEDONIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from LONDON and HAVRE, ex s. s. *Sinai*, from BORDEAUX, ex s. s. *Ville de Montevideo* and *Ville de Rosario*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 1 p.m., To-day, the 19th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 26th Instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Tuesday, the 26th Instant, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 26th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 19, 1899. 2738

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Silesia*, Capt. BEHRENS, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th Inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd and 28th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, Dec. 19, 1899. 2737

SHIPPING.

ARRIVALS.

December 18.

Peacock, British gunboat, 775, S. G. Douglas, Manila Dec. 15.

Silesia, German steamer, 2,560, Behrens, Hamburg and Singapore Dec. 12, General.—SIEMSSEN & Co.

Amigo, German str., 771, J. Bendixen, Haiphong Dec. 16, Rice.—JENSEN & Co.

Haitan, French steamer, 377, W. Bast, Pakhai and Hoihow Dec. 17, General.—A. R. MARTY.

December 19.

Wosang, British str., from Canton.

Luenyuen, German str., from Canton.

Caledonien, French str., 2,623, Boulard, Marseilles Nov. 19, and Saigon Dec. 16, Mails and General.—MESSAGERIES MARITIMES.

Hailoong, British steamer, 783, A. J. Robson, Swatow December 18, General.—DOUGLAS STEAMSHIP CO.

Kagoshima Maru, Japanese str., 2,710, R. Nunome, Singapore Dec. 12, General.—NIPPON YUSEN KAISHA.

Ohiyoda Maru, Japanese str., 1,937, K. Yamamoto, Anpin Dec. 17.—DODWELL & Co., LD.

Hating, French str., 705, M. Jonssen, Haiphong Dec. 16, and Hoihow 18, Rice and General.—A. R. MARTY.

Ichang, British steamer, 1,240, Jones, Chinkiang Dec. 15, Rice.—BUTTERFIELD & SWIRE.

Hongkong, French str., 739, Bastian, Haiphong December 17, General.—A. R. MARTY.

White Hall, British str., 1,793, Mins, Cardiff Oct. 27, and Singapore Dec. 12, Coal.—ORDER.

DEPARTURES.

December 19.

Quarta, for Kobe.
Thales, for Swatow.
Shansi, for Canton.
Wingsang, for Shanghai.
Germania, for Singapore.
Clara, for Hoihow.

CLEARED.

Wosang, for Amoy.
Ichang, for Canton.
Anteror, for Shanghai.
Kwongsang, for Amoy.
Whitehall, for Weihaiwei.

PASSENGERS.

ARRIVED.

Per *Silesia*, from Singapore, Capt. Andersen, Mr Ditte, and 332 Chinese.

Per *Caledonien*, for Hongkong: from Marseilles, Mr Juan Armalcha, Mr Clementi, Mr Wood, Consul Hardonin, Mr Reynold, Mr Amaral and servant, Messrs Ah Meng and Chan Ah Ee; from Colombo, Rev. Monnier, Messrs Wong Sin, Chan Choi, Gun Jam, and 10 Chinese; from Singapore, Mr G. Simpson, Mr Wee Meng Chye and servant, Mr G. G. Wilson, Mrs Welber, Famille Moss, Mr G. Albino Ribeiro Cabral and servant; from Saigon, Capt. Catannich, Miss Ito, and 200 Chinese. For Shanghai: from Marseilles, Dr Janssens, Famille Korostovez, Dr Wordsworth Poole, Mr and Mrs Sanssine, Rev. Devred, Mr Tysbaert, Sisters Claire, Gertrude, Jeanne, Augustine, Julia, Adele, Louise, Jos. Blanche, Blanche, Germaine, and Francoise, Famille Angelim, Messrs Rama and Emile Pralot. From Marseilles: for Nagasaki, Lieut. and Mrs Schwanck, Lt. Outrancot, Vice-Admiral Alexieff, and Rev. J. Innokenti; for Kobe, Mr Castagne; for Yokohama, Mr Lepzelier, Mons. Bard, Mr Blanc, Rev. Casselin, and Mr Moyen. From Colombo: for Yokohama, Mr and Mrs Morberg. From Singapore: for Shanghai, Mr Cosma Papaglina, Mr Arthur, and Mr Eskail; for Nagasaki, Mr and Mrs Naftoly; for Yokohama, Mr Cumming, and Mrs Marchand.

Per *Hailoong*, from Swatow, 69 Chinese.

Per *Ichang*, from Chinkiang, Miss Weatherston, and 6 Chinese.

DEPARTED.

Per *Diamante*, for Manila, Mr F. G. Carpenter, Dr L. Ortofy, Mrs C. M. Knapper, Mr J. Halter, Miss Halter, Messrs J. C. Sloan, W. G. Hannura, A. J. Finlay, F. G. Stone, Mrs Martin and child, Messrs G. W. Taylor, W. R. Canfield, R. J. Coyne, F. J. Critchierson, J. Maclaren, G. Kolb, and 33 Chinese.

SHIPPING REPORTS.

The British steamer *Hailoong* reports: Fresh N.E. monsoon, rough sea and dull, cloudy weather. Dec. 18th, strs. in Swatow: *Mongkut*, *Wenchow*, and *Elderado*.

The French steamer *Hating* reports: Fine weather and light breezes to St. Johns; from there very hazy weather and slightly foggy passing through South Channel; from there light breezes and fine weather to Haiphong. Left Haiphong Dec. 16th, and had light E'ly wind and cloudy weather to Hoihow. Left Hoihow on the 18th and had gentle N.E'ly breezes and fine weather to M. Taya Island; from there to Lasheen had foggy weather and fresh breeze E'ly and rough head sea.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW.—
Per *Hailoong*, at 9 a.m., on Wednesday, the 20th December.

For SAIGON.—
Per *Kong Beng*, at 10 a.m., on Wednesday, the 20th December.

For MANILA.—
Per *Legazpi*, at 11 a.m., on Wednesday, the 20th December.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'s PACKET.—

The Canadian Pacific Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 20th December, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)

11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Legazpi* leaves for Manila.

Noon.—C. P. R. Co.'s steamer leaves for Vancouver (B.C.), &c.

Meeting.

Noon.—Meeting of Hongkong Benevolent Society.

Miscellaneous.

11.45 a.m.—Local Banks close.
12.30 p.m.—Victoria Regatta.
Goods per *Lightning* undelivered after 2 p.m. this date landed.
Goods per *Glenlochy* undelivered after this date subject to rent.
Goods per *Suisang* undelivered after Noon this date subject to rent.

Exchange.

HONGKONG, December 19, 1899.

On London—	
Bank, Wire,	1/11
On demand,	1/11⅛
" 30 days' sight,	1/11⅛
" 4 months' sight,	2/0⅛
Credits, 4 "	2/0⅛
Documentary, 4 months' sight,	2/0⅛
On Paris—	
On demand,	2.48½
Credits, 4 months' sight,	2.55
On Berlin—Demand,	2.02
On New York—	
On demand,	48
Credits, 60 days' sight,	49
On Bombay—	
Wire,	146
On demand,	146½
On Calcutta—	
Wire,	146
On demand,	146½
On Singapore—	
On demand,	par.
On Manila—	
On demand,	2% pm.
On Shanghai—	
On demand,	71
30 days' sight, (private paper)	72½
On Yokohama—	
On demand,	33⅞ pm.
Gold Leaf, 100 fine, (per tael)	$53.00
Sovereigns (Bank's buying rate)	$10.13
Silver (per oz.)	27½d.

A. S. WATSON & CO.,
LIMITED.

Established A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

	Per dozen case.
B.—VINTAGE, superior quality, Red Capsule	$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20
D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule	20.40
E.—One of the Finest VINTAGES in the Market, Gold Capsule	30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.
Queen's Road Central. 1161

BIRTH.

At East Point, on the 10th December, the Wife of A. C. Moss, of a Son.

NOTICE TO SUBSCRIBERS.

IT is hereby Notified that from the 1st of January next, the Subscription to the *CHINA MAIL* will be $30 per annum, instead of $28; and $7.50 per quarter instead of $7.

BAIN & REID,
Proprietors.

☞ *The publication of this issue commenced at 5.30 p.m.*

The China Mail.

HONGKONG, TUESDAY, DECEMBER 19, 1899.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.
(SUPPLIED THROUGH REUTER.)

OUTWARD:—*Burma*, Oct. 31; *Oio*, *Kostroma*, *Eleanor*, Nov. 7; *Whitehall*, 14; *Ness*, 17; *Bedouin*, *Bergenhaus*, *Telemachus*, 21; *Merionethshire*, *Argyll*, 24; *Aldershot*, *Hitachi*, *Maru*, *Holsatia*, *Romney*, *Thordis*, 28; *Salazie*, Dec. 1; *Benvoirlich*, *Serbia*, 5; *Glengarry*, *Regulus*, *Wakasa Maru*, *Yarwirra*, 8; *John Sanderson*, *Benledi*, *Morven*, *Westphalia*, *Stentor*, 12.

HOMEWARD:—*Annam*, Nov. 17; *Jiva*, *Orestes*, Dec. 1; *Canfa*, 8; *Sydney*, 12.

Mails.

The T. K. K. s.s. *Nippon Maru*, with the AMERICAN MAIL, left Yokohama on Sunday, the 17th Dec., at daylight, and may be expected here on or about Tuesday, the 26th Dec.

The Imp. German Mail s.s. *Prinz Heinrich* left Kobe, *via* Nagasaki and Shanghai, on Monday morning, the 18th Dec., and may be expected here on or about Tuesday, the 26th Dec.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver for Hongkong on Monday afternoon, the 4th Dec., *via* usual ports of calls.

The P. M. S. S. Co.'s chartered steamer *Onsang*, with mails &c., left San Francisco for this port, *via* Yokohama and Kobe, on the 6th Dec.

The O. & O. Co.'s s.s. *Coptic*, with mails, &c., left San Francisco for this port, *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 13th Dec.

The Imp. German Mail s.s. *Karlsruhe*, carrying the German Mails with dates from Berlin of the 27th November, left Colombo on Sunday morning, the 17th Dec., and may be expected here on or about Thursday, the 28th Dec.

Steamers Expected.

The N. Y. K. s.s. *Yawata Maru* left Manila for this port, this afternoon, 18th Dec., and is expected to arrive here on the 20th Dec.

The N. G. I. s.s. *Bormida* left Singapore for this port on the 14th Dec., and is due here on or about the 21st Dec.

The s.s. *Tsinan* left Sydney for usual Queensland ports, Darwin, Manila, Hongkong and Shanghai, on 9th Dec.

The s.s. *Kumsang*, from Calcutta and Straits, left Singapore for this port on Saturday, the 16th Dec., at 4 p.m.

The steamer *Bengloe*, from Antwerp and London, left Singapore on the 16th Dec. for Hongkong.

The s.s. *Taiyuan* left Darwin, for Manila and Hongkong, on the 7th Dec.

The s.s. *Eastern*, from Sydney &c., left Port Darwin on the 14th Dec., for Manila and Hongkong.

The P. & O. Co.'s s.s. *Tientsin* left Bombay for this port on the 15th Dec.

The s. s. *St. Regulus* left New York for the Straits, China and Japan on the 11th Nov.

The N. P. Co.'s s.s. *Saint Irene* sailed from Tacoma, for Japan and Hongkong, on the 21st Nov.

The N. P. Co.'s s.s. *City of Dublin* sailed from Tacoma, for Japan and Hongkong, on the 26th Nov.

The N. P. Co.'s s.s. *Breconshire* sailed from Tacoma, for Japan and Hongkong, on the 8th Dec.

The N. P. Co.'s s.s. *Energia* sailed from Tacoma, for Japan and Hongkong, on the 14th Dec.

Latest Advices.

The s.s. *Birchier* from New York, for China and Japan, sails from Singapore for Manila and Hongkong, on the 19th Dec.

The P. & O. Co.'s *Massilia* with the ENGLISH MAIL of 24th Dec. left Singapore on Monday, the 18th Dec., at 8 a.m., and may be expected here on or about Saturday, the 23rd Dec. This Packet brings replies to letters despatched from Hongkong on 21st Oct.

The N. Y. K. s.s. *Hiroshima Maru* left Shimonoseki for this port on the 10th December, and is expected to arrive here on the afternoon of the 23rd Dec.

Xmas Holidays.

The Post Office will be closed at 11.30 a.m. on Saturday, the 23rd inst. On Monday the 25th inst. (Xmas Day) and Tuesday the 26th inst. the Post Office will be closed except from 8 to 9 a.m. The Money Order Office will be entirely closed for the three days. Letters for local delivery may be posted up to 11.30 a.m. on the 23rd, and up to 9 a.m. on the 25th and 26th inst. The night box will be left open.

Football.

The shield tie between the 38th Co., S.D., R.A., and A Company, R.W.F., played at the Happy Valley on Saturday (Mr H. W. Looker, referee), resulted in a win for the gunners by 2 goals to 1. The friendly match between the Hongkong Regiment and the 25th Co., S.D., R.A., was robbed of its interest by an unfortunate accident to Gnr. one of the Engineers' forwards, early in the game. Colliding with one of the opposing players he fell and broke his left arm above the wrist. The match resulted in a draw—no goals. The match between the Hongkong F.C. and the Officers of the Navy ended in a win for the Club by 2 goals to 1.

Steams' Wine of Cod Liver Oil

is an invaluable tonic for delicate children and invalids. The perfection of palatability is found in this excellent preparation. Improves weight and strength. Sold by all Chemists, Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

Notes by the Way.

The delivery of the French Mail was begun at 1.20 p.m.

Miss Janet Waldorf has been well received in Singapore.

The Hon. L. F. Lee, Treasurer of Ceylon, died suddenly at Guildford House, Colombo, on the 4th inst.

The U.S. cruiser *New Orleans* arrived at Singapore on the 10th inst. on her way to Manila to join Admiral Watson's squadron.

Aparri is now in the hands of the American troops, the insurgent commander having surrendered to the marines of the U.S.S. *Newark*. The insurgent cause is daily becoming more hopeless.

H.M.S. *Centurion* arrived at Singapore on the 11th inst. from the Gulf of Siam. Admiral Seymour was to return to Bangkok in the *Alacrity* to be present at the festivities in honour of Prince Henry of Prussia.

The announcement of the death of Commander E. P. Wood, U.S.N., will be learned with much regret in Hongkong, where the gallant officer had many friends. Commander Wood was not in good health when the U.S. squadron left for Manila Bay to fight the Spanish squadron last year, but he would not be persuaded to stay behind, and rendered excellent service in the little *Petrel*, for which he was promoted several numbers. He succumbed to typhoid fever at New York.

A Chinese evening college for the higher education of adults has just been started in Singapore by a number of influential Chinese gentlemen, Mr Ong Seang Hoting as honorary secretary. A somewhat similar school is in operation at Kowloon, the private venture, we believe, of an enterprising Chinaman. The school is well attended by boys and coolies employed in European houses in Kowloon, and it is impossible to praise too highly the assiduity with which these Chinese servants carry on their studies.

The Regatta.

The prizes won at the Regatta will be presented to the successful crews by Lady Blake, in the V. R. C. gymnasium, on Thursday afternoon at a quarter past five o'clock.

Belilios Public School.

We are asked to intimate that the presentation of prizes to Belilios Public School on Thursday next, the 21st inst., will take place at 3.30 p.m., and *not* at 4 p.m. as previously announced.

Hospitals.

The Hon. Treasurer of the Alice Memorial and Nothersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Zoroastrian Charity Fund	$150
Yeong Nai On	20

The Borneo Rebel.

The *Straits Times* of the 9th inst. says:—About 11.30 this morning, Her Majesty's gunboat *Rattler* left Singapore, and is stated to be bound for the west coast of Borneo. It is believed that this movement is connected with the native troubles in Borneo, which Mat Salleh is said to be instigating. Before she sailed this morning the *Rattler* took on board a party of thirty Royal Marines from H.M.S. *Hermione*.

Death on Board the 'Centurion.'

The *Bangkok Times* of the 7th inst. says:—John Beckett, A.B., of H.M.S. *Centurion*, died on board yesterday, from sunstroke. The body was brought up this morning, and buried in the Protestant cemetery. A number of officers and 100 seamen attended the funeral. The customary volley was fired over the grave at the conclusion of the ceremony.

Hongkong Football Club.

On the Happy Valley to-morrow afternoon H.M.S. *Orlando* will play the Hongkong Football Club Kick-off at half past four.

The following will play for the Club: D. Wood goal; C. H. P. Hay and H. Pickney backs; T. W. Hornby, E. H. Hinds and C. Pemberton halves; J. E. Lee, H. S. Holmes, A. F. Orward, T. J. Wild and E. E. Deacon forwards. Referee Mr R. J. Garrard.

Lazy people are criticised a good deal, but they generally lead long and happy lives.

In the treatment of Consumption and all other wasting diseases

Steams' Wine of Cod Liver Oil

is unequalled as a nutrient tonic and reconstructor. Perfectly palatable. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

HE KNOWS WHEREOF HE WRITES.

AN editor prints his paper to give his readers the news of the day and for the money there is in it. He is presumed to know of what he writes and he generally does. When the editor of the *London Courier*, Oscar Hills, Ky., without solicitation or money, says Chamberlain's Cough Remedy cures promptly, and we have found more relief in our household. If you have a cough, try it. Many testimonials to the same purport. Sold by all Dealers. Watson & Co., General Agents.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 17th December, 1899.

CASUALTIES AT THE COLENSO FIGHT.

General Buller's official list of casualties gives 92 killed, 667 wounded and 348 missing.

LONDON, 17th December, 1899.

THE WAR.—CASUALTIES AT COLENSO.

The officers killed on Friday were Capt. Goldie and Lieut. Shreiber of the Artillery; Captain Bacon and Lieut. Henry of the Dublins; Major Charley and Capt. Loftus of the Inniskilling Fusiliers; and Capt. Hughes of the Medical Corps.

THE CAPE COLONY.

Owing to the Stormberg reverse, all the Dutch to the northward have rebelled, and the natives there and in Basutoland are unsettled.

New South Wales will send more troops to the Cape.

THE MEDITERRANEAN COMMAND.

Lord Charles Beresford, having been appointed second in command of the Mediterranean Squadron, has resigned his seat for York, and will assume the command in January.

THE PRESS ON THE WAR.

The papers agree that the situation is the worst since the Indian Mutiny.

THE 14TH BRIGADE.

General Chermside commands the 14th Brigade.

CABINET COUNCIL.

A Cabinet Defence Committee is considering the employment of both the Militia and Volunteers in South Africa.

LONDON, 17th December, 1899.

THE WAR.

It is officially stated that Lord Roberts has been appointed to the chief command in South Africa, with Lord Kitchener as Chief of the Staff.

'VOLUNTEER GAZETTE' SERVICE.

LONDON, 17th December, 1899.

THE WAR.—MAFEKING.

News from Mafeking, dated 6th inst., states that the Boers have given up bombarding the town, and are trying to starve it out. The Boers on the northern frontier have retired to the interior.

HAVAS SERVICE.

FRENCH COLONISATION.

PARIS, 12th December.

The Chamber has commenced the discussion of the Colonial budget. Mr Decrais declared that the Government was considering the question of the defence of the colonies, and that a comprehensive plan would be presented to the Chamber. He said it was necessary to bring to an end the period of expansion and of military expeditions, and to think about developing the colonies. He referred to the excellent financial situation in Indo-China, and defended the form in which the railway construction contracts had been let.

The colonial budget was adopted, except the military votes, which were postponed, on the motion of M. Guillain, notwithstanding the observations of the reporter and of Mr Caillaux, until the Government has settled the plan of defence works already mentioned.

THE TRADE OF CHINA.

SPEECH BY LOH FENG-LUH.

The following Reuter telegram is published by the *Straits Times*; it would be interesting to know why the message was not sent on to China:—

LONDON, 9th Dec.

The Article Club held a banquet at which the whole staff of the Chinese Legation, Lord Charles Beresford, and many Agents-General were present.

The Chinese Minister in London proposed the health of Her Majesty the Queen.

Lord Suffield gave the toast of the Emperor of China.

The Chinese Minister opened a debate on the advancement of British trade in China. He expressed the hope that foreign trade with China would be developed to the fullest extent. Great Britain, he said, would have a predominant share in this trade, or one proportion of the profits. The Chinese Minister also announced the appointment of a special ministry at Pekin whose object was to promote trade and commerce.

TYPHOON WARNING.

Mr R. Wildman, U.S. Consul-General, advises us of the following notice from the Manila Observatory:—

Manila Observatory, 7.40 o'clock a.m.

Depression crossed north Bisayas moving w stwards.

WEATHER REPORT.

The following notice is issued the from Observatory:—

On the 19th at 11.55 a. The barometer has risen over China and Japan, fallen in Luzon. Pressure is high in N. China, and the low pressure area lying SE of Luzon yesterday, has moved Westwards and is now situated off the SW coast of Luzon. Gradients rather steep, with very strong monsoon in the Formosa Channel and N part of the Sea. Forecast—fresh to strong NE winds; fair.

NO OTHER headache cure is exactly like

Stearns' Headache Cure

Avoid imitations and substitutes. Stearns' is the genuine and is always *reli ble*. Sold by all chemists. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodman, Acting Chief Justice).

Tuesday, December 19.

PROTECTION OF WOMEN AND GIRLS.

Wong Yee was charged with offences under the Women and Girls' Protection Ordinance.

Prisoner pled not guilty.

Hon. H. E. Pollock (instructed by Mr F. B. L. Bowley, Acting Crown Solicitor) appeared for the prosecution; Mr J. J. Francis, Q.C., appeared for the defence.

The following were the jurors:—Messrs F. X. Remedios, A. Rumjahn, F. H. A. Fukhs, F. D. Maclean, W. H. T. Davis, E. Mirow and E. W. Terry.

Prisoner was convicted, and sentenced to one year's imprisonment.

LOSS OF THE 'HUPEH.'

MARINE COURT OF INQUIRY.

A marine court of inquiry assembled at the Harbour Master's Office to-day to investigate the circumstances connected with the foundering of the British steamship *Hupeh*. Commander R. Murray Rumsey, R.N., Stipendiary Magistrate, presided. The others comprising the Court were:—Lieut. P. Nelson Ward, R.N., H.M.S. *Barfleur*; Captain Harry Smith, *Doric*; Captain Sydney de Bohm Lockyer, *Rohilla*; and Captain James Williamson, *Chow Fa*. The Court was called at the request of Captain Pennefather.

FINDING.

After carefully considering the evidence the Court finds no little difficult in forming an opinion as to the cause of the casualty, but it appears to be fairly conclusive that the ship sprung a leak in No. 2 hold, and the probability seems that in an unusual roll the water settled on the port side of the flat tank top on which the cargo was stowed; that when the ship became upright through the jettisoning of cargo she only remained in that state until another unusual roll settled the water over to starboard, and that by this time the stowage had been so disturbed by the dissolving sugar that the whole cargo gradually fell over to the starboard side til it capsized the ship. The Court does not find that any blame attaches to the master for the loss of the ship, and they are impressed with his conduct in electing to remain by her to the last and by the conduct of his passenger who remained with him. Such conduct, in the Court's opinion, stands out in relief against that of his officers and crew, who appeared only too ready to get away, notwithstanding the fact that their captain remained, but seeing it was not against the wishes of the captain that they pursued this course, the Court refrains from making more than a passing reference to their conduct. The master's certificate is returned to him.

NEWS FROM THE SECOND BASE.

(From Our Own Correspondent).

WEIHAIWEI, December 9.

The weather here is now charming—cheerful and warm in the daytime, with a touch of frost at night. At times, we are troubled with a searching piercingly-cold wind; the clouds look full of snow, but the fall up to the present has been very light. Ice has been found an inch and a-half thick, and the officers of the Chinese Regiment are preparing for the winter season by making a skating rink on the mainland.

THE CHINESE REGIMENT.

The Regiment is still increasing in numbers. Captain Dent and Lieut. Toke have returned from leave, and Lieut. W. T. Layard, of the Northamptonshire Regiment, and Lieut. B. C. Fairfax, of the 2nd Battalion Durham Light Infantry, joined the Regiment on the 4th and 7th inst. respectively. Major Bruce and Capt. Hill have both gone on leave for a month. Both have gone north.

Another block of houses is being altered to provide further accommodation for the Chinese 'rookies,' but the building of the new barracks is at a standstill. No contractor can be got to undertake such a large job. Could not some of the Hongkong contractors be induced to take up the work?

The Regiment has a good hockey team consisting of the officers and British non-coms. The soldiers are at present very interested spectators.

THE FUTURE GARRISON.

The road to Centurion Battery on the Island is being rapidly completed. The signal station is to be removed to another hill.

The estimates for Weihaiwei for the coming year are nearly finished. Provision is to be made for two companies of British infantry to come up here from Hongkong, and we are to make an exchange by sending you two companies of the 1st Chinese Regiment. Besides the infantry, there will be kept here detachments of the R.A.M. Corps, A.S.C., A.O.D., and A.P.D., half a company of Royal Engineers and a company of Chinese Artillery. Barracks will be built on the Island to accommodate all these troops, so it would appear that we have come to Weihaiwei to stay.

Commissioner Gaunt has just returned from a visit to Sir Claude Macdonald at Tientsin.

THE POST OFFICE.

The British Post Office has started postmen to deliver and collect letters, &c., on the Island and mainland. Boxes are now being erected—a very convenient arrangement, I should think, for those who live on the mainland. The British Post Office charges 4 cents per letter to Hongkong, whereas the Imperial Chinese Post Office charges 2 cents only. Why? It is strange that one should charge double the price of the other, since both offices avail themselves of the same steamers calling in here. A charge, too, of 10 cents is made for letters to England. Why this is so I do not know; but it seems to me we need a local Henniker Heaton to sail into the authorities. From Hongkong it is only 4 cents to England, and I see no reason why we should pay more here. Perhaps the Postmaster-General in Hongkong will look into the matter, and provide a remedy.

MISCELLANEOUS.

Game is very plentiful, especially duck. H.M.S. *Victorious* leaves for Japan on or about the 17th inst., returning at the end of the month. The *Endymion* relieves her some time in January. The dredger *St. Enoch* is still doing excellent service, clearing the harbour and making a better anchorage. The men-of-war in Harbour are *Pique* and *Victorious*.

THE WATERWAYS OF CHINA.

THE UTILISATION OF LIGHT DRAUGHT STEAMERS.

On Saturday night, there was a large attendance of members in the Institution of Engineers and Shipbuilders to hear a paper by Mr W. C. Jack (of the Hongkong Dock Company) on 'The Utilisation of Light Draught Steamers on the Waterways of China.' Mr R. Cooke occupied the chair.

Mr Jack, before commencing his paper, read some appropriate extracts from an address delivered by Mr W. F. Wenyon before the Royal Colonial Institute on 24th May, 1898. Mr Wenyon there spoke of the important relative position of Hongkong to China, and the waterways of South China, the subject of his address being 'The Trade Routes of South China and their relation to the development of Hongkong.' Mr Wenyon sought to show how essential it was, for the free movement of imports and exports, that the likin question should be tackled, and also how difficult it was for goods to pass over the natural waterways from Hongkong *via* the West River and its tributaries, and thereby compete with the French routes, unless action was taken to open these waterways to foreign trade in reality, and to keep them open. 'Large as was the trade which these waterways brought to Hongkong,' he said, 'it was not a tithe of what it should be. Some disappointment had been felt in Hongkong at the poor results commercially of opening the Treaty Ports of Wuchow-fu and Shamshui; but this was not much to be astonished at, seeing that only about 200 miles of the West River from Canton had been opened, and all the country around the ports opened was closed.' And so on; all to show the great possibilities of trade expansion in the hinterland of Hongkong. Turning to his own paper, Mr Jack said that for some time the attention of merchants all over the world had been directed to the possibility of a great extension of commerce in the Chinese Empire, owing to the opening up—in part, at least—of the magnificent waterways of the Middle Kingdom. They, as engineers and shipbuilders, were now in their turn called upon to produce the craft which will navigate these rivers to the best advantage, and safely and quickly carry the commercial products of the country to the market and foreign imports in and through these vast regions. The map he showed on the blackboard of the principal trade routes would give a very fair idea of how far the river steamboat might be utilised; and the comparison which they were able to make with the results arrived at by the French in Tonkin would give them a notion of the difficulties to be encountered and overcome. According to Mr E. Rocher, late of the Imperial Chinese Customs, the main branch of the West River is navigable up to Pe-se on the Yunnan border, and the other branches and ramifications of its tributaries allowed native craft to traverse nearly the whole of Kwangsi and Kwangtung. One of the latest maps of this region, published only a few months ago by a French missionary, Père Renault (of Nan-ning-fu), also gave Pe-se as the limit for large junks. These junks, Père Renault said, carried from 35 to 40 tons in the summer time, when the water is highest, and from 10 to 15 tons during the three dry winter months, when the rivers are low. From Nan-ning to Pe-se the journey occupies ordinarily from 10 to 15 days, and from Nan-ning to Lung-chow a day or two more. Mr Jack maintained that where those primitive craft can go the river steamboat can follow, doing easily in one day the mileage they do in ten, and in the case of light and well-designed steel boats with perfect safety; whereas the junks are often wrecked and broken up on the stones and rocks which abound in the rapids. Father Renault states that there are several rapids between Wuchau and Nan-ning; one below Hoeen Chau being considered dangerous, and speaks of the prospect of English-built boats of light draught being built for the purpose of navigating them. He proceeds to say that a first trial had already been made in Sept., 1898, when a small steamer ran between Wuchan and Nan-ning for about a month. None of the Chinese-built light-draught launches, Mr Jack had observed, have so far fulfilled the conditions necessary for this kind of navigation, and would probably soon come to grief; it is most likely, therefore, on that account, that the run has not been continued. In Mr A. Colquhoun's account of his voyage across Crysé, he stated that the West River might easily and at no extravagant cost be made navigable to light-draught steamers for a great distance inland. As his hearers know, the *raison d'être* of the Tonquin Campaigne was to secure a trade route from the sea to Yunnan, and our French neighbours, by dint of heavy subsidies to shipowner, opened regular lines of traffic up to Laokay on the frontier of Yun-nan, about the same distance from the capital, Yunnan-fu, as Pe-se. Goods were also conveyed to this important commercial centre from Su-Chau by way of the Yangtse, so that in reality the navigable heads of the three great rivers come within a few hundred miles of each other. The Songkoi or Red River is navigable all the year round up to Tan Quan or Yenbay. From thence to Laokay there are three months in which the passes in the rapids become very narrow and shallow, and only the smallest type of boat can go up, carrying mails but not cargo. These rapids are sometimes difficult to negotiate as they are generally caused by some bend or obstruction in the river, such as the Tao cai or grand rapid, which is situated just below a sharp elbow of the river, an island of cobble stones being thrown up in the middle, the current in the channel running over seven knots by the patent log. Photographs of rapids on the West River, by Mr Colquhoun, show a very similar formation to those in Tonkin, and from views of the cataracts on the Nile, Mr Jack was convinced that they were much about the same, and that the modern steamboat can overcome these obstacles, and although we are not quite prepared to build boats to run on a dew or float in a fog—as they say they do in California,—still if there was a couple of feet to go on, and width to pass (which could be made with judicious application of dynamite where necessary) it was possible to get there. As to the time required to reach Yunnan-fu by the different routes, let them take first the Tonkin route, from Hongkong to Haiphong, minimum two days, Customs formalities and transhipping occupying a next three days; transhipping again at Hanoi, one day; Hanoi to Laokai, five days; Laokay to Yunnan-fu, fifteen days, total 26 days. The present time from Hongkong to the capital of Yunnan would be if cargo was transhipped to junk at Wuchow about 43 days; if continued by river steamer, Pe-se would, in ordinary circumstances, be reached in 4 or 5 days, to Yunnan 13 days; total 29 days. Thus it is possible for import to reach the central market of Yunnan and beat the Tonkin route by a few days, to say nothing of ... from the French transit tariffs, high freights, and repeated transhipments. Of the Yangtze route, although the time would be a little longer still, it must be remembered that Hankow is practically a seaport and that the rich province of Szechuan and the northern port of Yunnan would probably be supplied by that route as soon as river steamers came on the scene in the upper reaches.

The type of boat most suited for shallow rivers had been a keenly disputed point, Mr Yarrow backing up the stern wheel, whilst Mr Thornycroft brought out the guide-blade propeller; French builders tried boats with tunnels built for the propellers, sometimes amid-ships, sometimes, aft, the screw being only partially immersed when the boat was at rest, the water rising and filling the tunnel as full speed was attained. In shallow water, however, the hull came so close to the bottom that the supply of water was insufficient, and the propeller only acted as a churn; moreover, the danger of the screws striking or getting fouled by debris completely precluded the practical use of screw propellers in rivers such as his hearers had to deal with. They had to go back to the first year of the present century to find the only type of boat that could successfully tackle narrow and tortuous rapids with any degree of safety, and there they found a Clyde-built steamer, *the first practical steamboat*, working on the Forth and Clyde Canal. She was built by Symington in 1801, and called the *Charlotte Dundas*.

Their American cousins, or one of them at all events, caught up the idea, from which in all probability the design of the great and wonderful steamboats of the Ohio and Missisipi sprang. But, to come down to date, their superiority for river work was first brought to the front in Europe during the Nile Campaign of 1885, when the Yarrow boats, *Lotus* and *Water Lily*, successfully passed the cataracts, where two of Messrs Cook's side-wheel boats had been wrecked. The French Government ordered about a dozen for Tonkin from a firm in Paris, and they were sent out in pieces and erected in Haiphong. With these boats, naval officers made strenuous efforts to reach the frontier, but without success. When they looked at a sample of the boat his hearers would not be astonished, for they would neither steer with certainty nor steam at any speed. Another type, longer and narrower, went too far in the other direction, and found difficulty in turning in the rapids, generally returning to the arsenal demolished in one way or other.

The first steamer to reach the Chinese Frontier by inland water was built of wood from an American model; the engines were likewise of American origin with long wooden connecting rods. The principal dimensions of this boat were as follows: 100 feet long, 20 feet beam, 4 feet 6 inches deep, engines, 10 inch cylinders, 3 foot stroke, high pressure exhausting into the funnel. Her speed, however, was barely sufficient, and hawsers were required in the big rapids to steady her through. The model, however, was a step in the right direction, and two larger composite boats were put in hand, the first of which, the *Yunnan*, made a record trial trip in the summer of 1890 with Governor-General Piquet and his staff on board, five days from Hanoi to Laokay, at a time of heavy floods when the junks, ordinarily taking six weeks, could not face the current at all. These wooden boats ran great risks. The first, the *Laokay*, after running about three years, struck a rock and sank in deep water, a total loss. The *Yunnan* ran fairly clear, but her sister ship the *Chobo* had been sunk three times, at different points of the river. This decided the abandonment of wood for steel hulls, and three of mild steel followed; improvements, based on experience, taking place in machinery and model at the same time.

At this point, Mr Jack, with the aid of numerous diagrams and models, gave technical explanations of the structure, internal and external, of the successful vessels built by him for the Tonkin rivers, especially directing attention to steering precautions and motive power and the management of the steamers by experienced steersmen; and concluded with the following remarks:—

Of course on such streams as we encounter here, and as are encountered in America, only average results can be expected with regard to a fixed time table, as in the West and North-west of Kwangsi, in ordinary floods, the water may rise in a day from 30 inches to 30 feet, and during heavy rains to as much as 50 feet above the Winter level. The ordinary native river pilots are not to be trusted in handling or navigating these boats; they do more damage than would pay a large salary to a competent European who had previously traversed the river during the low-water season in a junk or house-boat, taking soundings and bearings as he went along. The West River, which interests Hongkong the most, is a much larger and wider reaching stream than the Red River of Tonkin, and as British interests are paramount here it ought to be navigated by steamers flying the British flag. It had been the object of his paper to show how that could best be done, and he hoped that Hongkong, the *hub* of the East, as our late Governor, Sir William Robinson, had styled it, would stretch forth one more spoke, reaching right to the heart of Yunnan, and soon enable us to join hands across Crysé with our Indian Empire in Burmah. Shipbuilders and engineers would certainly have their hands full in keeping this hub running cool. Foreign competition was inclined to heat the bearings, and things were now running at high pressure. This ought only to serve as an incentive to keep them up to the mark, so that they might remain in the front rank and always be first in the field, a field they might well be proud to have before them, opened out as it had been by years of hard work on the part of British Colonists in Hongkong and the Far East. (Loud Applause.)

The Chairman having invited discussion, Mr W. G. Winterburn produced the model of two shallow-draft steamers now under construction, and asked Mr Jack's opinion on several technical points.

Lieut. Hobson, U.S.N., referred to a vessel that was being built by the French naval constructor at Foochow, who was rebuilding the Chinese navy. In this vessel, the turbine was utilised. As they knew, the turbine was opening up a new channel of progress in marine engineering, and he would be very happy to have Mr Jack's opinion on its utility for shallow-draft steamboat work. He referred to the magnitude of this question of internal navigation in China. The quickest way to develop a country, where nature did not come to their help, was by constructing railroads as in America; but in China there were natural obstacles, and pioneer efforts in all countries like China presented those obstacles to the construction of railroads. Here, however, nature had provided magnificent waterways—nature's highways,—and if they looked at the map of China they would be impressed with the fact that these waterways were well adapted for the commercial development of China. The Yellow River tapped a region of mines, where there was said to be some of the richest mining [illegible] ... [illegible] the Yangtse and its subsidiary waterways, and then to the West River and the Mekong and the Rivers of Tonkin leading into Chinese territory. They could get almost continuous navigation from end to end of this vast empire along its rivers and their tributaries, some of them more especially adapted than others, it was true, for navigation by shallow-draft vessels of the types to which Mr Jack had called their attention. Undoubtedly, pioneer engineers and pioneer merchants had a profitable field before them in China. (Applause).

After remarks and questions by Mr Sinclair and Mr W. S. Bailey,

Capt. G. C. Anderson pointed out that all the steamers being built for river navigation in South China were on Chinese account, and until they got Sir Robert Hart's obstructive internal navigation regulations swept away they could not say that the waterways of China had been thrown open in reality to foreign commerce (applause).

The discussion was carried on by other speakers, most of whom congratulated Mr Jack upon his able treatment of the subject he had selected.

Mr Jack replied to the criticisms and questions, and further elucidated the exceptional points in favour of the type of vessel he advocated. Looking to the muddy condition of the rivers in Asia, he did not favour the turbine for shallow-draft steamers, while all the objections to screws working in tunnels applied equally to turbines in tunnels.

In proposing a vote of thanks to the Chairman, Mr J. W. Kinghorn referred to Mr Jack's paper, and said that no doubt immediately orders came in for steamers to navigate the waterways of China these steamers would be built here, and they could be built here better than elsewhere (applause).

Mr Cooke, in acknowledging the vote of thanks, referred to the pleasure it gave him to attend the meetings of the Institute, and said he seldom spent more profitable evenings. Like the other speakers, he complimented Mr Jack, and joined in the hearty vote of thanks accorded by the members to that gentleman.

VICTORIA REGATTA.

President:—His Excellency Sir Henry A. Blake, G.C.M.G.

Stewards:—His Excellency Rear-Admiral C. C. P. Fitzgerald; His Excellency Major-General Gascoigne, C.M.G.; Dr J. M. Atkinson, Hon. E. R. Belilios, C.M.G.; Hon. C. P. Chater, C.M.G.; Colonel H. Elsdale, R.E.; Lieut.-Colonel A. Fraser, R.A.; D. Gillies, Esq.; Hon. W. M. Goodman; Sir T. Jackson; Hon. J. J. Keswick; J. H. Lewis, Esq.; Hon. J. H. Stewart Lockhart, C.M.G.; Hon. F. H. May, C.M.G.; E. W. Mitchell, Esq.; H. N. Mody, Esq.; Hon. R. D. Ormsby; Lieut.-Col. The O'Gorman, D.A.A.G.A.; Commodore F. Powell, R.N.; Colonel Retallick, H.K.R.; F. C. Rieloff, Esq., German Consul; H. A. Ritchie, Esq.; A. G. Romano, Esq., Consul-General for Portugal; Hon. Commander R. Murray Rumsey, R.N.; Commander C. W. M. Plenderleath, R.N.; N. A. Siebs, Esq.; C. A. Tomes, Esq.; Herbert Smith Esq.; Captain A. Tillett; F. Volpicelli, Esq., Italian Consul; Rounsevelle Wildman, Esq., U.S. Consul-Gen.; Hon. A. G. Wise.

Judges of the Rowing Races:—Basil H. Taylor, Esq., R.N.; Captain W. C. H. Hastings, R.N.; E. D. Sanders, Esq.

Umpires and Starters:—Rowing (Starter), W. H. Potts, Esq.; Rowing (Umpires), Hon. J. H. Stewart Lockhart, C.M.G., and C. H. Grace, Esq.; Yachts, R. Cooke, Esq.; Open Sailing Boats, F. D. Goddard, Esq.

Judge of the Sailing Races:—Lieut. Butler, R.N.

Time-Keeper:—Hart Buck, Esq.

FIRST DAY, TUESDAY, 19TH DECEMBER.

The annual regatta was opened to-day under very favourable conditions so far as the weather was concerned. It was a dull morning, with a cold wind and a promise of rain. As the day advanced, however, the wind lost its keenness, the sun forced its way through the clouds, and the genial atmosphere made it a pleasure to be out upon the face of the deep.

At one time, it was thought the Regatta would regain some of its ancient glory. This was when the announcement was made that the Hongkong Boat Club would co-operate with the Victoria Recreation Club, thus infusing a new element of rivalry into the various events. These hopes were not realised. The Boat Club did not see its way to enter any crews, and consequently the Regatta was left, as of yore, to the enthusiasts of the Victoria Recreation Club. The rowing form was not very grand. This was chiefly due to the fact that the competitors are mostly youngsters, who have not had the advantage of careful coaching; but nevertheless some of the events made up in interest what they lacked in style. This was notably the case with the opening four-oar race for the Chairman's Cup, won eventually by A. A. Alves' crew after it seemed to be hopelessly out of the running. The *Thistle* looked like winning at the Torpedo Depot, but bow and No. 2 were weak, and did not stay well. At the finishing post there was not a boat's-length between the whole of the four crews, which shows how pluckily they all rowed to the end.

LIGHT GIGS; open to regular Chinese crews of the same hong or office; boats must carry a European coxswain; boats to be passed by the Committee; distance, one mile; time allowance, 8 seconds per oar; 1st prize, $10; 2nd prize, $5.

Two boats were entered from H.M.S. *Tamar*. *Joan* on the outside course went ahead at the start with a fast stroke, *Marjorie* following more leisurely. The long stroke told in the end, and a good race ended with *Marjorie* leading by about half-a-length. Time—6.28½.

CHAIRMAN'S CHALLENGE CUP; for four-oars; cup to be held by the winning crew for one year, but to remain the property of the club; distance, one mile; entrance, $10. To be rowed in boats the property of the Victoria Recreation Club.

Kornblume.

Station No. 1.—Light and dark blue.

	st.	lbs.
Bow, J. Millar	10	0
2, J. H. R. Hance	10	0
3, F. M. Rosa-Pereira	10	11
Stroke, E. Herbst	9	10
Cox, S. A. Seth	10	0

Shamrock.

Station No. 2.—White, blue edges.

	st.	lbs.
Bow, H. A. Seth	9	11
2, F. H. Hyndman	10	10
3, C. E. A. Hance	11	2
Stroke, A. A. Alves	[illegible]	[illegible]
Cox, F. Grant-Smith	[illegible]	[illegible]

Leek.

Station No. 3.—White

	st.	lbs.
Bow, A. [illegible]	10	[illegible]
2, W. Watson	11	[illegible]
3, W. S. Bailey	10	12
Stroke, A. E. Alves	[illegible]	[illegible]
Cox, [illegible]	[illegible]	[illegible]

Rose.

Station No. 4.—White and light blue.

	st.	lbs.
Bow, A. Humphreys	10	2
2, A. E. Asgar	9	8
3, O. J. Ellis	—	—
Stroke, J. A. Fredericks	10	10
Cox, R. Henderson	10	0

Thistle.

Station No. 5.—White and red.

	st.	lbs.
Bow, F. D. Bain	9	2
2, C. Benjamin	9	10
3, W. A. Stopani	12	7
Stroke, R. Lapsley	11	5
Cox, F. Lammert	10	9

Only four of the crews started, Herbst, the stroke of the *Kornblume*, being unfortunately unable to turn out. When the gun went, the *Thistle* went off with fine dash, closely followed by the *Rose* and *Leek*. The *Shamrock*, however, did not get away well, one of the crew either missing his stroke or catching a crab. This took all the way off the boat, but Alves speedily got his men together, and was soon in pursuit in the inside course. From the first, the *Shamrock's* crew were well together, and although bow was a bit short and spasmodic the boat promised well, and soon regained the lost ground. About halfway, the *Thistle* was still leading slightly, but Fredericks did not allow the leader to get far away, while the brothers Alves kept a good length and gradually quickened their stroke as they approached the wharves. Here Fredericks spurted gamely, but all to no avail, the *Thistle* maintaining its slight advantage. It was from the inside crews that the danger came, and a dashing spurt by A. A. Alves was responded to by his brother, and both boats got on level terms with the *Thistle*. Then the gun went, and the judges' verdict lay with the *Shamrock* (which was pulled through in the pluckiest fashion), with the *Leek* second and the *Thistle* third. Time—6.45½.

A. A. Alves	1
A. E. Alves	2
R. Lapsley	3

LIGHT GIGS; open to European non-Commissioned Officers and men of any Regiment or Corps of the garrison or to European crews of any of H. M. vessels or to European members of the police force; entrance, $1; distance, one mile; boats to be approved of by the Committee; time allowance, 8 seconds per oar; four boats must start for 2 prizes; 1st prize, $15; 2nd prize, $10.

Victoria and *Marjorie* appeared, the latter getting away at the start. With a remarkably short stroke, however, *Victoria* forged ahead and obtained a good lead. *Marjorie's* crew were pulling a long, powerful stroke and it looked as if they would again come to the front. But *Victoria* had too much of a lead and succeeded in reaching home a length and a-half ahead. Time—6.26½.

SNAKE BOATS; open to open to Chinese Snake Boats; distance, one mile; 1st prize, $10; 2nd prize, $5; eight boats to start for 2 prizes.

There were eight entries for this event, and the boats were got away with surprising promptness. It was a very open race from start to finish, and much excitement was manifested amongst the Chinese spectators as the boats passed the coal depôt. The winning boat led all the way.

LADIES' PRIZE; presented by the ladies of Hongkong; for four-oars distance, one-mile; entrance, $10; to be rowed in Boats the property of the Victoria Recreation Club.

Thistle.

Station No. 1.—Black, pink sash.

	st.	lbs.
Bow, Albert Ellis	11	12
2, W. A. Stopani	12	7
3, J. McMurtrie	12	10
Stroke, W. Armstrong	12	10
Cox, G. A. Caldwell	10	0

Rose.

Station No. 2.—White, blue edges.

	st.	lbs.
Bow, F. H. Hyndman	9	20
2, A. Loureiro	10	10
3, A. E. Alves	11	2
Stroke, A. A. Alves	11	5
Cox F. W. White	10	0

Shamrock.

Station No 3.—White and light blue.

	st.	lbs.
Bow, A. Humphreys	10	0
2, A. E. Asgar	9	8
3, J. Millar	9	9
Stroke J. A. Fredericks	10	10
Cox, F. Lammert	10	0

Kornblume.

	st.	lbs.
Bow, C. E. A. Hance	11	2
2, J. H. R. Hance	10	0
3, W. S. Bailey	10	12
Stroke, E. Herbst	9	10
Cox, S. A. Seth	10	6

Owing to the illness of Herbst, the *Kornblume* scratched, leaving three competitors for this event. There was considerable interest in this race as the crews of the *Thistle* and the *Rose* are the only entrants for the International event of the following day. A very good start was effected, *Shamrock* leading on the outside course. *Thistle* and *Rose* pulled well together, but the faster stroke led by Alves brought his boat slightly to the front, and as he increased his lead from his opponent in the International event, the *Shamrock* lost ground. The Thistle was undoubtedly pulling the best stroke, and the crew were working in perfect harmony. At the coal Depôt, Alves again called upon his men, and they responded with a ragged stroke, with which, however, they increased their lead. Near the finish Armstrong put on a spurt, but it was of no avail, and *Rose* won by a length, three-quarters of a length separating *Thistle* and *Shamrock*. Time—7.8.

Rose	1
Thistle	2
Shamrock	3

At the conclusion of the race, the prizes were presented to the successful crew by Miss Powell. The winning stroke thanked Miss Powell and the ladies of Hongkong for the prizes, and called for cheers for the prize donors. He also presented Miss Powell with a pretty bouquet. Cheers were afterwards given for the winning crew.

SAILING RACE.—FOR YACHTS AND PARTIALLY-DECKED BOATS. (In two classes). Y. R. A. time allowance; prize, a Cup for each class; entrance, $5. Course, 9 miles.

A Class.

Names	Owners	Rating
Chanticleer	Mr C. A. Tomes	Allow.
Dorcas	Mr W. Loring, R.A.	
Iris	Hon. F. H. May	
Gloria	Officers, R.A.	
Bonito	Major Kue	11 seconds
Actea	Hon. H. E. Pollock	11
Erica	Officers, R.E.	11
Maid Marian	Mr J. Hastings	11

B Class.

Names	Owners	Rating
Marjorie	Mr A. Denison	Allows
Thistle	Mr H. R. Macdonald	3 m. 18 sec.
[illegible]	[illegible]	[illegible]

The course for the yachts and partially-decked boats, starting at 1.30, and for the open sailing boats starting at 1.40, will be:—From a line between two mark-boats moored to the south of the flagship, round a mark-boat north of Green Island, leaving it to starboard, round the white conical buoy at Cosmopolitan Dock, leaving it to starboard, round the north fairway buoy, leaving it to port, and cross the line from west to east; distance 9 miles.

A CLASS.

	H.	M.	S.	
Maid Marian	3	21	53	1st
Bonito	3	22	09	—
Erica	3	22	54	—

B CLASS.

	H.	M.	S.	
Meteor	3	18	10	1st
Ladybird	3	20	54	—
Sybil	3	23	02	—

SAILING RACE.

FOR ALL OPEN BOATS; any rig, Chinese-owned boats excluded; time allowance, 10 seconds per foot in length of boat per mile; length of boat to be stated; entrance, $2; prize, $5. Course, 9 miles.

		Allows
Rohilla's Lifeboat	32.6 feet.	
Orlando's Galley	30.0	3 min. 45 secs.
Tamar's Cutter	30.0	3 " 45 "
Police Gig	26.0	9 " 45 "
Gap Rock	20.0	18 " 45 "
Lilian	19.6	20 " 15 "
Tamar's Skiff 1	18.0	21 " 45 "
Tamar's Skiff 2	18.0	21 " 45 "
Roland	16.0	24 " 45 "
Commodore's Skiff	14.4	27 " 00 "

Tamar's Cutter won.

CORRESPONDENCE.

THE PROPHECY FAKE.

To the Editor of the 'CHINA MAIL.'

Hongkong, December 19.

SIR,—Let us hope that 'X.Y.Z.' is not a Britisher.

What would our position in South Africa be, if the management of affairs were entrusted to men of his opinions, who would make one believe that failure to capture strongly defended positions constitutes a crushing defeat, and that it is time to sue for peace? Thank goodness we have men out there who do not behave like whipped curs when worsted in a fight, but will stick to it to the end. These are the sort of men who have made the British Empire, not such as 'X.Y.Z.' He appears to glory in the reverses to British arms, and be he Britisher or Foreigner it would be better taste were he to keep it to himself.—I am, &c.

C.

THE NAVAL BRIGADE.

You've heard of General Buller
And the fighting with the Dutch,
Of the gallant British Army
That has tried to do too much;
But have you ever heard them tell
Of the men who've gone to aid—
Of the 'Powerfuls' and 'Terribles'
The 'Hearts of Oak' Brigade?

And they *won't* go to Pretoria
To join the 'Kruger's Own;'
They'll fight the guns at Ladysmith
Till Kruger's wiser grown;
And when the war is finished with
And they're gone back to sea,
The Boers will sorrow they forgot
To count the Queen's Navee!

They mayn't be great at soldiering
Leastways upon parade—
Formations may be ragged in
A Naval Field Brigade;
But they're chock-full of ginger,
And they give it to the Dutch
In fifty-pound or half-ounce pills
Of mellinite and such,
And they *won't* go to Pretoria, &c.

Jack's just the man for armoured trains
Or for a transport hoss;
He'll forage for his blooming self
Nor mind a ration's loss;
And when it comes to fighting
He'll just happen on the spot
With a gun or two quite handy
And a locker full of shot,
And they *won't* go to Pretoria, &c.

CHRISTMAS CARDS.

MESSRS RAPHAEL TUCK AND SONS' PRODUCTIONS.

On the site of an ancient hostelry, with its quaint sign of a White Swan, which existed three centuries ago in Moorfields, hard by the Old Moor Gate of the City of London, stands the palatial building known as Raphael House, the business premises of Messrs Raphael Tuck and Sons. From this centre of art we have received our annual gift box of the productions of this world-renowned firm and we have feasted our eyes on the rich banquet of literary and artistic skill contained therein. Calendars, books, engravings and a thousand-and-one other forms of beautiful decoration are issued annually from Raphael House, and it may be truly said that there is scarcely a home in the English-speaking world into which these productions have not found their way.

In the matter of Christmas cards, the firm of Raphael Tuck has studied with unwearied industry the changing taste of each season, and they have gone to enormous expense in commissioning well-known artists for the execution of the designs, while the literary merit of the cards has received no less attention. From the illustrated catalogue for this season we observe that 1200 entirely new sets of novelties are introduced, and to attempt a description of the unprecedented collection of cards would altogether exceed the limits of our space. Sufficient be it for us to say that in beauty, novelty and general excellence all round the collection surpasses all previous years. We feel sure that as long as this high standard of excellence is maintained in the production of these little messengers of affectionate goodwill there need be no fear of the Christmas card going out of fashion. The collection of calendars is of infinite variety, and exceeds 200 numbers of high-class artistic and literary merit. There is an increase in the numbers and attractiveness of the toy books and gift books for the rising generation, and Father Tuck's Annual for 1900 will be greatly appreciated by the children.

Messrs Raphael Tuck and Sons may rest assured that Raphael House has been the means of gladdening the eyes of many a wayfarer, and the mission of the ancient hostelry with its pleasant garden is carried out to the gratification of untold millions of patrons.

Temperature.

(Taken at Messrs Falconer & Co's Premises, Queen's Road.)

HONGKONG, December 19, 1899.

BAROMETER—	9 A.M.	30.06
Do.	1 P.M.	29.98
Do.	4 P.M.	29.95
THERMOMETER—	9 A.M.	66
Do.	1 P.M.	69
Do.	4 P.M.	[illegible]
Do. (Wet bulb)	9 A.M.	[illegible]
Do.	[illegible]	[illegible]
Do.	[illegible]	65
Do.	[illegible]	60
Do.	[illegible] night	59

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship CHINGTU, Captain WILLIAMS, will be despatched as above on WEDNESDAY, the 20th Instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 5, 1899. 2532

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship LEGAZPI, Captain A. YRIBAR, will be despatched as above on WEDNESDAY, the 20th Inst., at Noon.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light, and the first class saloon and state-rooms are situated amidship.

For Freight or Passage, apply to
LIZARRAGA HERMANOS,
Agents,
No. 6, Beaconsfield Arcade.

Hongkong, December 16, 1899. 2711

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship TAIYUAN, Captain NELSON, will be despatched as above on MONDAY, the 25th Inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 18, 1899. 2682

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship YUENSANG, Captain P. H. ROLFE, R.N.R., will be despatched as above on SATURDAY, the 23rd Instant, at Daylight.

This steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, December 18, 1899. 2726

'BEN' LINE OF STEAMERS.

FOR LONDON, *VIA* SUEZ CANAL.

THE Steamship BENLARIG, Captain KROBLE, will be despatched as above on SATURDAY, the 23rd Instant, at Noon.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 18, 1899. 2725

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship MAIDZURU MARU, Captain T. OHATA, will be despatched for the above Ports on SUNDAY, the 24th Instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, December 18, 1899. 2719

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship PATROCLUS, Captain DICKEN, will be despatched as above on TUESDAY, the 26th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 5, 1899. 2615

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship DIOMED, Captain GOODWIN, will be despatched as above on TUESDAY, the 9th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 11, 1899. 2664

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship AFRIDI will be despatched for the above Port about the Middle of January, 1900.

For Freight, apply to
DODWELL & Co., LD.,
Agents.

Hongkong, December 5, 1899. 2516

RIGAUD'S KANANGA WATER OF JAPAN
(REGISTERED)



The most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS RECOMMENDED

KANANGA	GRACIOSA
LOUIS XV	IRIS BLANC
ASCANIO	IRIS AMBRÉ
LUCRECIA	YLANGYLANG
LILAS DE PERSE	PEAU D'ESPAGNE
BOUQUET A L'ELYSÉE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HÉLIOTROPE
ROSINA	LILY OF THE VALLEY

A specific assortment of every other odour.

RIGAUD & Cie, PARFUMEURS — PARIS.

Sole Agents: A. S. WATSON & Co., LTD. E81

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship CHINGTU, Captain WILLIAMS, will be despatched on WEDNESDAY, the 20th Dec., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeons is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

For Passage or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 23, 1899. 2533

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
(Not Calling at LONDON).

THE Company's Steamship TANTALUS, Captain BARTLETT, will be despatched on or about FRIDAY, the 22nd December, taking Cargo to LIVERPOOL, at LONDON rates.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 12, 1899. 2545

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship SHANSI, Captain CARNAGHAN, will be despatched as above on FRIDAY, the 22nd December.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 9, 1899. 265)

SHEWAN, TOMES & Co.'s STEAMSHIP LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship ASAMA, will be despatched for the above Port about 27th December.

To be followed by
The Steamship QUEEN ELEANOR, about the 15th January, 1900.
And the Steamship MORVEN, about the 15th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, December 12, 1899. 2522

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AIRLIE, Captain C. KOCK, will be despatched for the above Ports on SATURDAY, the 6th Prox., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 9, 1899. 2546

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

THE Company's Steamship ANTENOR, Captain JACKSON, will be despatched as above on TUESDAY, the 23rd January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 11, 1899. 2663

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU, and SAN FRANCISCO, UNITED STATES, MEXICO, The CENTRAL and SOUTH AMERICA, Etc.

S. S. *Strathgyle*..... ——Tons... ..About 30th December.
S.S. *Carlisle City*... ...—— Tons...About 10th January.
S. S. *Belgian King*...3,379 Tons ...About 20th January.

THE S. S. *Strathgyle* will be despatched for SAN DIEGO, *Via* KOBE, YOKOHAMA and HONOLULU, on or about 30th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same if required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, December 13, 1899. 2614

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *COROMANDEL*, Capt. F. W. VIBERT, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, Dec. 11, 1899. 2665

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	WEDNESDAY, Jan. 3, at Noon, 1900.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	SATURDAY, Jan. 27, at Noon, 1900
Hongkong Maru, (via S'hai, N'saki, Kobe, Inland Sea, Yokohama and Honolulu),	THURSDAY, Feb. 22, at Noon.

THE S. S. *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 3rd Jan., at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4f p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, December 9, 1899. 2661

HAVING THIS DAY ESTABLISHED OURSELVES AS DRAPERS,

WE are prepared to take Charge of Sale of PIECE GOODS of any Description at a very Moderate Commission: and shall be glad to execute Orders for Goods suitable for this Market upon receipt of Samples, &c.

SINCERE & Co.,
No. 172, Queen's Road Central, and 123, Wellington Street.

Hongkong, December 18, 1899. 2723

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London Patterns, at very moderate prices. 472

Mails.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON, &c.....	*Coromandel**	F. W. VIBERT, R.N.R.	...Noon, 23rd Dec.
SHANGHAI.....	*Massilia*	G. GADD.....	..About 23rd Dec.
YOKOHAMA, Via N'KI & KOBE...	*Rohilla*	S. DE B. LOCKYER, R.N.R.	Daylight, 24th Dec.
LONDON	*Socotra*	T. H. HIDE, R.N.R	.....About 28th Dec.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to
H. A. RITCHIE, *Superintendent.*

P. & O. S. N Co.'s Office,
Hongkong, December 19, 1899. 2661

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINZ HEINRICH	WEDNESDAY, 27th December.
PREUSSEN	WEDNESDAY, 10th January.
KARLSRUHE	WEDNESDAY, 24th January.
SACHSEN	WEDNESDAY, 7th February.
OLDENBURG	WEDNESDAY, 21st February.
BAYERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PREUSSEN	WEDNESDAY, 2nd May.
HAMBURG...(Hamburg Amerika Linie) ...	WEDNESDAY, 16th May.
PRINZ HEINRICH	WEDNESDAY, 30th May.

ON WEDNESDAY, the 27th day of December, 1899, at 9 a.m., the Steamship PRINZ HEINRICH, of the NORDDEUTSCHER LLOYD, Captain H. SUHRER, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 25th December, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 26th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th Dec.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & Co.,
Agents.

27.7

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	WEDNESDAY, Dec. 20, at Midnight.

THE U. S. Steamship *CHINA* will be despatched for SAN FRANCISCO *vid* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 20th December, at Midnight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Though Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, Nov. 23, 1899. 2194

Not Responsible for Debts.

NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessel, during its stay in Hongkong Harbour:—

JOHN MCDONALD, American ship, Capt. J. A. Stores.—Standard Oil Co.

Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Dec. 23, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Jan. 20, at Noon, 1900.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, Feb. 13, at Noon, 1900.

THE Co.'s Steamship *DORIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd Dec., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, December 1, 1899. 2595

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT for MARSEILLES, PLYMOUTH and LONDON, WITHOUT TRANSHIPMENT.

	Tons.	Leaves Hongkong.
S. S. *Peninsular*	4833	31st March.
S. S. *Massilia*	5026	14th April.

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.

Hongkong, December 5, 1899. 2618

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R. ..WEDNESDAY, 20th Dec./1899.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 17th Jan./1900.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 14th Feb./1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, November 24, 1899. 2538

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
K. GOSHIMA MARU, R. NUNOME,	KOBE AND YOKOHAMA	THURSDAY, 21st Dec., at 4 p.m.
YAWATA MARU, A. E. MOSES,	NAGASAKI, KOBE & YOKOHAMA.	SATURDAY, 23rd Dec, at 4 p.m.
HIROSHIMA MARU, S. YOSHIZAWA,	BOMBAY, Via SINGAPORE and COLOMBO.	TUESDAY, 26th Dec., at Noon.
FUTAMI MARU, J. THOM,	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 29th Dec., at 4 p.m.
AWA MARU, ...	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 29th Dec., at 4 p.m.
INABA MARU, W. BAINBRIDGE,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 14th Jan.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, December 19, 1899. 1087

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.				FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.			
Steamer.	*Tons.*	*Captain.*	*Proposed Sailing.*	*Steamer.*	*Tons.*	*Captain*	*Proposed Sailing.*
St. Irene	3877	W. Attree	Dec. 30	*Mon'shire*..	2374	W. A. Eva a.....	Dec. 23
City of Dublin	3323	T. R. Rae	Dec. 30	*Abergeldie*.	3777	J. Murray	Jan. 27
Breconshire...	3567	G. E. Elliott ...	Jan. 13	.....	...	.....	.....
.....	...	.....	.....	.....	...	.....	.....

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These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

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General Agents.

Hongkong, December 1, 1899. 2312

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PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
S. S. *AMERIA*, Capt. BUMMESTER,	HAVRE and HAMBURG. (London with transhipment in H'burg).	On 12th January.	Freight.
* S. S. *SAXONIA*, Capt. FUCHS,	HAVRE and HAMBURG. (London with transhipment in H'burg.	About 22nd January.	Freight & Passage.
* S. S. *SILESIA*, Capt. BEHRENS,	MARSEILLES, HAVRE and HAMBURG. (London with transhipment in H'burg).	About 31st January.	Freight & Passage.
S. S. *WITTENBERG*, Capt. MADSEN,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 5th February.	Freight.
S. S. *HOLSATIA*, Capt. BAHLE,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 10th February.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & Co., *Agents.*

Hongkong, December 16, 1899. 1378

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Suisang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 20th Instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, December 16, 1899. 2712

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *MONMOUTHSHIRE*, FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LTD., *Agents.*

Hongkong, December 16, 1899. 2720

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *BOMBAY*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:

From ITALY, ex s. s. *Thames*. From MADRAS, ex s. s. *Londiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m., To-MORROW, the 16th Instant.

Good not Cleared by the 21st Dec., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, December 15, 1899. 2708

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S *Lightning*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once. Cargo remaining on board after 2 p.m. of the 20th Dec. will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, December 18, 1899. 2718

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship *Glendochy* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 20th Inst. will be subject to rent.

No Fire Insurance has been effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days of Steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, December 13, 1899. 2683

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H. E. CARMICHAEL.
B. BARLOW.

Hongkong, April 1, 1899. 883

NOTICE TO ADVERTISERS

OWING to the large and continued increase of SUBSCRIBERS to the *CHINA MAIL*,

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 a.m. New ADVERTISEMENTS should be sent before 3 p.m.

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Hongkong, April 14, 1899.

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TERMS VERY MODERATE. Consultation Free.

Hongkong, April 6, 1895. 628

DENTISTRY.

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Hongkong, October 3, 1899. 2190

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No. 4, Queen's Road Central.

Hongkong, January 1, 1898. 3

AMERICAN SYSTEM OF DENTISTRY AT 39, *QUEEN'S ROAD CENTRAL*,

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(LATE OF POATE AND NOBLE.)

Hongkong, July 12, 1897. 2536

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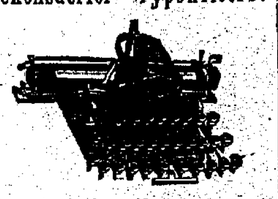
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THE CHINA REVIEW,

VOL. 24, NO. II. CONTAINS ARTICLES ON

Doctor Sven Hedin's Discoveries, by Thos. W. Kingsmill.
The Tangut Script in the Nank'ou Pass, by Dr. S. W. Bushell.
A Letter to Professor Pezzi, Turin, Italy, Dr. J. Edkins.
Remarkable Identities in Words, by Dr. J. Edkins.
Manchu Christian Literature, by Dr. J. Edkins.
Indestructibility of Roots, by Dr. J. Edkins.
Tales of Hainan, by Mr Whiting.
Wu San Kuei—A Poem, by G. M. H. Playfair.
Notes on Dr. Giles' Dictionary, by E. H. F.
Dialect Forms, by E. H. Parker.
Schantung und Kiauf-Tschou, by E. H. Parker.
The Tao-Teh King.—Index, by Rev. P. J. Maclagan.
In Memoriam.—Rev. Ernst Faber, D.D.
Notes and Queries:—Etc., Etc.

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To be had at the *China Mail* Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

Intimations.

CHRISTMAS 1899.

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DORABJEE NOWROJEE, Hongkong Bakery, No. 24, Praya Central.

Hongkong, Dec. 12, 1899. 2875

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, MONDAY and TUESDAY, the 23rd 25th, 26th Instant, and on MONDAY, the 1st January 1900 respectively.

For the 'Chartered Bank of India, Australia and China.'
T. H. WHITEHEAD, *Manager, Hongkong.*

For the 'Hongkong and Shanghai Banking Corporation,'
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For the 'Yokohama Specie Bank, Ltd.,'
S. CHOH, *Agent.*

For the 'Imperial Bank of China.'
E. W. RUTTER, *Acting Manager Hongkong.*

Hongkong, December 14, 1899. 2691

DRAPERY BUSINESS
FOR SALE.

OWING to the illness of the PROPRIETOR, who is Absent in England, his Attorney now offers FOR SALE as a going concern, with immediate possession, the Extensive Business carried on in Hongkong, by the Firm of W. POWELL & Co., DRAPERS, FURNISHERS, Etc.

The Premises are situate in the very best part of the City, are held on lease, and fitted with the best requirements for carrying on a large and varied Business.

The Stock is in excellent condition and up to date, being replenished regularly by consignments personally selected by the Firm's London Agents. The Trade is large and well established, and the connection extensive. Purchasers could take over the Stock, Fixtures, and Book Debts at a valuation.

For further particulars, apply to

J. POWELL, Care of W. POWELL & Co., *Hongkong.*

Hongkong, December 6, 1899. 2623

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Hongkong, January 18, 1898. 140

WASHING BOOKS.

(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price $1 each.

CHINA MAIL Office.

THE DEFENCE OF MAFEKING.

COLONEL BADEN-POWELL'S TACTICS.

London, 15th November.—A dispatch to the *Daily Mail* from Mafeking, sent by way of Magalpye, because the runners southward were unable to traverse the Boers lines gives an interesting account of the fighting during the last week in October. The correspondent says:

After the failure to rush the town, General Cronje had recourse to the tactics employed during the siege of Potchefstroom in 1881, making an advance to the town by a succession of trenches in echlon. Such a movement had been anticipated by us for some time, and for that reason there had been sent out parties to worry the Boers incessantly by night attacks. These tactics the enemy disliked, but he contented himself with a daily shell fire, which exposed him to little personal risk. Then Colonel Baden-Powell played his trump card by sending out Fitz-Clarence's party to worry the occupants of trenches. The little force stole out silently in the darkness. No shot was fired, and the men, with fixed bayonets, creeping rather than walking along, approached the chief Boer position near the race course. Then, as they closed in, there was a shrill screech. It was Fitz-Clarence's whistle and the signal for onslaught.

A ringing cheer, which the listeners back in camp caught up, was the only reply as the party dashed into the trenches. There was a short struggle, the attacking forces catching and bayoneting Boers under the tarpaulins, where they crouched, crying for mercy. At least fifty bayonets got to work and the havoc they wrought was terrible.

For just a moment there was no systematic return fire, but then a perfect hailstorm of bullets poured in from the trenches to the rear. Again Fitz-Clarence's whistle sounded. It meant 'cease firing and scatter homeward.' The British forces scattered, creeping back under the furious fire in the darkness to the appointed rendezvous, where the roll was called.

Colonel Baden-Powell met and congratulated Captain Fitz-Clarence and his men upon their splendid work, saying that it was a heavy price to pay, but that the Boers had to be stopped making rifle trenches within the range of the town. The members of the party are now the envy and pride of the garrison. Even the Boer Commander, Botha, expressed admiration of the attack, and added that he would take Mafeking before long, for he meant to do one thing or the other quickly.

Sunday passed quietly, the Volunteer band playing in the women's lager. All Sunday night the Boers poured a rifle fire into the town. It was still going after dinner Sunday evening, when Colonel Baden-Powell hoisted a red lamp on the commonage, which was the scene of Captain Fitz-Clarence's night attack. The ruse answered splendidly. The moment the light appeared the Boers opened fire and their fusilade lasted the whole night through.

There has been a tremendous waste of ammunition. Indeed, it is estimated that 30,000 rounds of ball cartridge were wasted on the occasion of the night attack on the Boer trenches. Double rations have been served out to the men, who are under shelter, so as to be on the safe side if the Boers should sweep the town by a long rifle fire. The garrison is hanging on finely. Colonel Baden-Powell has the fullest confidence in everybody, and especially in the matter of implicit obedience to the order to hold the fire until the Boers get to close range.

The shelling continued all Sunday at intervals. About 4 o'clock in the afternoon General Cronje sent in a flag of truce, giving Mafeking a last chance to surrender at the eleventh hour. While the flag was receiving attention the heavy bombardment continued.

The dispatch then describes General Cronje's great attack of Monday, the details of which have already been obtained from Colonel Baden-Powell's official dispatch.

'The end came,' says the correspondent, 'after five hours' fighting. The enemy retired, being heavily beaten for all time, so far as Mafeking is concerned. It was the hottest day of the siege, and the firing was terrific, the Boers evidently recognising that the only way into Mafeking, if any, was by a kopje which was gallantly defended by Colonel Walford's men. The garrison is jubilant, while the Boers have been hurled back in disorder on their lager and will have to content themselves with a long-range bombardment until they are strongly reinforced.

'The enemy lost heavily. For hours after their fighting line had been rolled back, two waggons went slowly along their positions, picking up the dead and wounded. The kopje resembled a shambles after the fight. All the men were killed by bullets or shells. The look-out tower was shot to pieces, while even the saddles of the horses were fearfully battered about. The whole was simply smashed up by the concentrated fire of seven guns and the rifles.

'The Boers at first held on to their advance pluckily, but they could not live when they came to short range, the men being shot down at 300 yards.

'The enemy is expected to draw off early in order to defend Pretoria. There is still no news from the south. As I send this message off, 600 Boers have gone south with waggons and have commenced shelling.

SOMEBODY once asked Henry Erskine what a bulbul was. He said he didn't know, unless it was the male of the coo-coo (cuckoo). And an immortal Irishman defined the latter as 'the bird that doesn't lay its own eggs.'

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

20th to 26th December.

Day of Week	Day of Month	High Water: Hongkong Mean Time.	High Water: Height.	Low Water: Hongkong Mean Time.	Low Water: Height.
		h m	ft. in.	h m	ft. in.
Wed.	20	0 20 a.	2 4	m 5 16	1 4
		10 11 a.	5 3	5 43 a.	1 7
Thur.	21	0 54 a.	2 4	m 5 47	1 4
		10 42 a.	4 10	6 23 a.	1 3
Fri.	22	1 31 a.	2 3	m 6 22	1 2
		11 12 a.	3 6	6 58 a.	1 10
Sat.	23	2 9 a.	2 2	m 6 59	1 0
		12 44 a.	3 0	7 30 a.	2 0
Sun.	24	2 47 a.	2 2	m 7 33	0 0
				8 1 a.	0 4
Mon.	25	m 0 24	2 3	m 8 16	0 4
		3 24 a.	2 11	8 53 a.	0 3
Tues.	26	m 1 4	2 1	m 8 58	0 2
		4 0 a.	3 1	9 33 a.	0 1

An Old China Hand.

The *N.C. Daily News* of the 11th December says:—Mr Henry Riches Hearn, of Messrs Alfred Dent & Co., left us for London by the P. & O. str. *Japan* yesterday afternoon. It will be remembered that he was struck down by paralysis when at the Country Club on the 26th of August last. He has been gradually improving since that time, having partially recovered the power of speech and motion, and taking great interest in the visits of his friends. It is nearly forty years since Mr Hearn first came to China, his first port having been Tientsin. He subsequently joined Mr Gamwell at Shanghai, and then the firm of Alfred Dent & Co. He was a keen cricketer and racquet player, and was for some years President of the Shanghai Cricket Club. He served on the Municipal Council, of which he was for a time Chairman, and he was a Director of various public companies. He is emphatically a gentleman universally liked and respected, and his departure under such sad circumstances is a personal loss to very many here. He has been most assiduously nursed during his illness by Miss Law, of the Nursing Home, who accompanies him to England, and it is hoped that the voyage will help to restore him to complete health.

GAINING A WIDE REPUTATION.

AS a cure for rheumatism Chamberlain's Pain Balm is gaining a wide reputation. D. B. Johnston of Richmond Ind., has been troubled with that ailment since 1862. In speaking of it he says: I never found anything that would relieve me until I used Chamberlain's Pain Balm. It acts like magic with me. My foot was swollen and pained me very much, but one good application of Pain Balm relieved me. For sale by All Dealers, Watkins & Co., General Agents.

CHINA COAST METEOROLOGICAL REGISTER.

December 18th.—AT 4 P.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.
Wl'ostock	2 p.	30.21	14	—	NE	4	b
Tokio	,,	29.90	—	—	N	4	—
Kochi	,,	29.75	—	—	—	0	—
Nagasaki	,,	29.83	—	—	SW	4	—
Kagoshima	,,	29.83	—	—	W	4	—
Taihoku	1 p.	30 04	—	—	N	8	—
Taichu	,,	29.98	—	—	N	4	—
Tainan	,,	29.98	—	—	SW	4	—
Koshun	,,	30.01	—	—	NW	2	—
Pescadores	,,	30.01	—	—	—	2	—
Gutzlaff	3 p.	30.18	51	70	N	5	ov
Sharp Pk.	,,	30.05	65	73	ENE	5	os
Amoy	,,	29.9	74	76	SE	2	b
Swatow	,,	0.0	77	—	ESE	1	b
Canton	,,	29.97	80	70	W	1	b
Hongkong	4 p.	29.93	74	76	E	2	b
Vict. Peak	,,	—	—	—	E	1	—
Gap Rock	,,	29.96	—	—	ENE	1	—
Macao	,,	29.96	76	—	SSE	1	o
Haiphong	1 p.	—	—	—	—	1	or
Manila	4 p.	29.80	77	40	N	1	or
Malate	3 p.	—	—	—	N	1	or
Bacolod	,,	—	—	—	SE	2	b
Iloilo	,,	29.73	—	—	SW	1	c
Cebu	,,	29.80	75	—	SW	2	c
C. S. James	,,	—	—	—	E	2	c

December 19th.—AT 10 A.M.

Wl'ostock	7 a.	30.25	7	67	—	0	b
Tokio	10 a.	30.14	—	—	N	2	—
Kochi	,,	30.19	—	—	N	2	—
Nagasaki	,,	30.23	—	—	N	2	—
Kagoshima	,,	30.10	—	—	N	6	—
Taihoku	9 a.	30.19	—	—	E	6	—
Taichu	,,	30.05	—	—	NE	4	—
Tainan	,,	30.04	—	—	N	8	—
Koshun	,,	30.04	—	—	NE	8	—
Pescadores	,,	30.13	—	—	NE	1	—
Gutzlaff	9 a.	30.23	50	65	N	4	ov
Sharp Pk.	,,	30.25	58	70	NE	4	o
Amoy	,,	—	—	—	—	—	—
Swatow	,,	—	—	—	—	—	—
Canton	,,	30 14	66	68	N	1	o
Hongkong	10 a.	30 12	68	79	E	5	o
Vict. Peak	,,	—	—	—	E	0	—
Gap Rock	,,	30. 8	—	—	ENE	5	—
Macao	,,	30.11	69	—	ESE	1	o
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.8	77	94	E	2	o
Malate	9 a.	—	—	—	E	3	o
Bacolod	,,	—	—	—	—	0	b
Iloilo	,,	29.85	82	—	W	1	h
Cebu	,,	29.90	84	—	SW	1	b
C. S. James	7 a.	—	—	—	—	—	—

F. G. FIGG, *First Assistant.*

Hongkong Observatory, Dec. 19, 1899.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. RAIN, in inches, tenths, and hundredths.



Gladness Comes

With a better understanding of the transient nature of the many physical ills, which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge, that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, laxatives or other remedies are then not needed. If afflicted with any actual disease, one may be commended to the most skilful physicians, but if in need of a laxative, one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

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Intimations.

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LAUNCHES FOR SALE, HIRE OR CHARTER,

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Apply to COMPANY'S OFFICE, 16 PRAYA CENTRAL,

A. G. GORDON, *General Manager.*

Hongkong, April 1, 1899.

G. FALCONER & Co.,

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DIAMOND JEWELLERY AND ENGLISH SILVER WARE,

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

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Mr. Penn—Sir William Thompson says that the end of the world will not be brought about by fire, but by frost, and that the finality will come in 10,000,000 years. Mr Pitt—If there is any comfort in that, it is a old comfort.

SON OF AN OHIO MERCHANT CURED OF CHRONIC DIARRHOEA.

MY son has been troubled for years with chronic diarrhoea. Some time ago I persuaded him to take some of Chamberlain's Colic, Cholera and Diarrhoea Remedy. After using two bottles of the 25 cent size he was cured. I give this testimonial, hoping some one similarly afflicted may read it and be benefited.—THOMAS C. BOWEN, Glendon, O. For sale by All Dealers. Watkins & Co., General Agents.

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Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
,, ,, 6 ,, ... 4%
,, ,, 12 ,, ... 5%

E. W. RUTTER,
Acting Manager.
Hongkong, November 21, 1899. 1970

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 20,000

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For 12 Months .....4 %
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J. THURBURN,
Manager, Hongkong.
Hongkong, April 29, 1899. 2340

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INCORPORATED BY ROYAL CHARTER 1853.
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CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
,, ,, 6 ,, 3½ %
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T. H. WHITEHEAD,
Manager.
Hongkong, May 20, 1899. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$11,000,000.
RESERVE LIABILITY OF PROPRIETORS .....$10,000,000.

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Hongkong—Sir T. JACKSON.
MANAGER:
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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
,, 6 ,, 3½ ,, ,,
,, 12 ,, 4 ,, ,,

T. JACKSON,
Chief Manager.
Hongkong, October 17, 1899. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.
Hongkong, August 1, 1899. 1517

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
PAID UP CAPITAL,.....£ 324,374.

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Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... ... 5%.
Hongkong, May 30, 1899. 171

THE
YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1880.

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CAPITAL PAID-UP ... ... ,, 12,000,000
CAPITAL UNCALLED ... ,, 12,000,000
RESERVE FUND ... ... ,, 7,509,000
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On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. CHOH, *Agent.*
Hongkong, October 4, 1899. 589

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THE IMPERIAL MARINE INSURANCE Co., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co.,
Agents.
Hongkong, January 5, 1899. 45

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TOTAL INVESTED FUNDS EXCEED £3,254,023.
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THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
1142 *Praya Central.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1898, £13,959,969.
Authorised Capital £3,000,000.0.0
Subscribed Capital £2,750,000.0.0
Paid-up Capital .....£ 687,500.0.0
Fire Funds £2,765,459.7.11

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 28, 1899. 1537

Intimations.

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STEAMER *CHINGTU*.

A Small Consignment of PINE-APPLE BRAND, AUSTRALIAN FRESH STREAKY BACON.

H. RUTTONJEE,
13 and 15, D'Aguilar Street, Hongkong,
21 and 22, Elgin Road, Kowloon.
Hongkong, November 24, 1899. 2544

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CONTRACTOR,
30, D'AGUILAR STREET, HONGKONG,

CONTRACTS for Local and Coast Port BUILDINGS of all descriptions, Supplying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertakes the engagement of CARPENTERS, SMITHS and MASONS.
Hongkong, August 12, 1899. 1822

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SUN SHING,
EXPORTERS OF CHINA GOODS FOR OVER 60 YEARS,
AGENTS FOR KWONG MAN CHONG, OF PEKING IN ANCIENT CURIOS, PEARLS, JADESTONE AND CRYSTAL WARE, &c.
GENUINE ARTICLES—MODERATE PRICES.

Inspection Invited.
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JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, March 1, 1899. 516

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Hongkong, January 9, 1899. 88

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Names.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons nett.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Amigo	3 c	Bandixen	Ger. str.	771	Dec. 18	Jebsen & Co.		
Ayr	2 c	Gibson	British str.	1855	Dec. 17	Mitsui Bussan Kaisha	Shanghai	
Caledonien	5 c	Boulard	French str.	2084	Dec. 19	Messageries Maritimes	San Francisco	Dec. 20.
China	4 c	Seabury	Amer. str.	3187	Dec. 9	P. M. S. S. Co.	Manila & Sydney	Dec. 21.
Chingtu	4 c	Williams	British str.	1469	Dec. 17	Butterfield & Swire		Dec. 21.
Chow Fa	3 c	Williamson	British str.	1055	Dec. 12	Butterfield & Swire		
Devawongse	3 c	Curtis	British str.	1057	Dec. 15	Yuen Fat Hong		
Doric	4 c	Smith	British str.	4674	Dec. 16	P. & O. S. S. Co.	San Francisco	Dec. 23.
Dr. Hans Jurg Kieer	3 c	Lorsbryggen	Norw. str.	691	Dec. 18	Harling, B. & Menzell		
Elsa	3 c	Rochga	Ger. str.	900	Dec. 16	Jebsen & Co.		
Empress of Japan	5 h	Lee	British str.	5904	Dec. 2	C. P. R. Co.	Vancouver (B.C.)	Dec. 20.
Haching	5 h	Davis	British str.	1287	Dec. 16	Douglas Steamship Co		
Hallan	3 c	Bast	French str.	377	Dec. 18	A. R. Marty		
Hailoong	5 h	Robson	British str.	783	Dec. 19	Douglas Steamship Co.	Swatow	Dec. 20.
Hongkong	3 c	Bastinn	French str.	733	Dec. 19	A. R. Marty		
Kagoshima Maru	k w	Nanome	Japan. str.	2710	Dec. 19	Nippon Yusen Kaisha	Kobe & Yokohama	Dec. 21.
Kong Beng	3 c	Joslin	British str.	862	Dec. 18	Butterfield & Swire	Saigon	Dec. 20.
Legazpi	3 c	Iribar	Span. str.	585	Dec. 18	Lizarraga Hermanos	Manila	Dec. 20.
Lightning	4 c	Belson	British str	2122	Dec. 18	David Sassoon, Sons & Co.		
Nanyang		Lehmann	Ger. str.	983	Dec. 7	Siemssen & Co.	.....	K'loon Dock
Menmuir		George	British str.	1980	Dec. 6	Jardine, Matheson & Co.	.....	Cos'tan Dock
Monmouthshire	4 c	Evans	British str	2500	Dec. 17	Dodwell & Co., Limited		
Petrarch	3 c	Uecker	Ger. str.	1687	Dec. 17	Order		
Phra Chom Klao	3 c	Fowler	British str.	1011	Dec. 18	Yuen Fat Hong		
Phra Nang	3 c	Calder	British str.	1021	Dec. 14	Yuen Fat Hong		
Progress	3 c	Brandt	Ger. str.	687	Dec. 15	Siemssen & Co.		
Propontis	3 c	Mackay	British str.	1390	Dec. 17	Heung Sing S. S. Co.		
Sabina Rickmers	7 c	Nasbet	British str.	956	Dec. 15	Arnhold, Karberg & Co.		
Siam	2 c	Ulahan	Danish str.	2849	Dec. 17	Melchers & Co.		
Silesia	k w	Behrens	Ger. str.	2560	Dec. 18	Siemssen & Co.		
Strathgyle	2 c	Cumming	British str.	3284	Dec. 15	Butterfield & Swire		
Saisang	4 c	Tadd	British str.	1776	Dec. 16	Jardine, Matheson & Co.		
Taiwan	5 c	Hardo	British str.	1109	Dec. 16	Butterfield & Swire		
Takao Maru	7 c	Hategawa	Japan. str.	1699	Dec. 16	Mitsui Bussan Kaisha		
Triumph		Rieke	Ger. str.	675	Dec. 6	Jebsen & Co.	.....	K'loon Dock
Wittenberg	k w	Madsen	Ger. str.	2550	Dec. 18	Siemssen & Co.		
Wongkoi	3 c	Pigot	British str.	1115	Dec. 14	Yuen Fat Hong		
Sailing Vessels.								
Adolph Obrig	3 c	Amesbury	Amer. bqe.	1302	Oct. 17	Standard Oil Co.		
John McDonald	3 k	Storer	Amer. sh	2128	Nov. 25	Standard Oil Co.		
Mary L. Cushing	2 k	Pendleton	Amer. sh.	1540	Oct. 1	Order		
Reuce	k w	Whitmore	Amer. sh.	1823	Oct. 4	Standard Oil Co.		
Smila		Huestes	R.-4-m. bk.	2087	Aug. 25	Order	.....	K'loon Dock
State of Maine	2 k	Colcord	Amer. sh.	1500	Oct. 9	Standard Oil Co.		
Vale of Doon	8 k	Peterson	Brit. bqe.	650	Dec. 11	Order		
Waraah	7 c	Haynes	Brit. sch.	52	Sept. 23	F. W. Hall		
Wm. H. Conner	2 c	Erskine	Amer. sh.	1424	Oct. 14	Standard Oil Co.		

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By Charles Lowe, M.A.

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Field-Marshal Sir DONALD MARTIN STEWART, Bart.,
G.C.B., G.C.S.I., C.I.E.,
(Governor of Chelsea Hospital.)

SHARE LIST.—QUOTATIONS.—DECEMBER 19, 1899.

(CORRECTED UP TO 1 P.M.)

Stocks.	*No. of Shares*	*Value.*	*Paid up.*	*Closing Quotations, Cash.*
BANKS.				
Hongkong and Shanghai Bank Corp	80,000	$ 125	all	346 % prem. = $557.50, [sellers
Bank of China & Japan, Limited } preference shares				London £62
,, ordinary ,,	199,375	£ 5	£ 4	£1.0.0
,, deferred ,,	1,250	£ 1	£ 1	£5.5
National Bank of China, Limited ..	...	£ 10	£ 8	$29½, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld. ...	10,000	$ 250	$ 50	$130, sellers
China Traders' Insurance Co., Ld....	24,000	$ 83.33	$ 25	$58, sellers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 190
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$24½, buyers
Union Insurance Society, Ld.....	10,000	$ 250	$ 50	$237½, sellers
Yangtsze Insurance Association, Ld	8,000	$ 100	$ 60	$110
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$88, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$327½
DOCKS.				
H'kong & Whampoa Dock Co., Ld	12,500	$ 125	all	525 % prem. = $781.25, [sellers
STEAMBOATS.				
China and Manila S. S. Co., Ld. ...	5,000	$ 50	all	$90, sellers
Douglas Steamship Co., Limited ...	20,000	$ 50	all	$53½, sellers
H.K. C. and M. Steamboat Co., Ld	80,000	$ 15	$ 15	$31
Indo-China S. N. Company, Limited	60,000	£ 10	all	$82, sellers
China Mutual S. N. Co.	20,000	£ 1	£ 10	$93, buyers
			£ 10	$8 ,,
Do. (new issue	20,000	£ 10	£ 5	£4.10
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$21, sellers
REFINERIES.				
China Sugar Company, Limited....	20,000	$ 10	all	$120
Luzon Sugar Company, Limited....	7,000	$ 10	all	$47, sellers
WHARVES.				
HK & Kow. Wharf & Godown Co.	20,000	$ 5	all	$36, buyers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 10	$ 37½	$45, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 10	$ 5	$113½, buyers
Kowloon Land and Building Company	6,000	$ 5	$ 3	$23, sellers
Humphreys' Estate & Finance Co..	37,000	$ 1	all	$9.10, sellers
West Point Building Co., Limited..	12,500	$ 5	$ 5	$34
TRAMWAYS.				
HK High-Level Tramways Co., Ld.	1,250	$ 100	all	$147½, buyers
MINING.				
Jelebu Mining & Trading Co., Ld...	40,000	$ 5	all	$12½, buyers
New Panjom Mining Co., Ld	60,000	$ 5	all	$7½, buyers
Preference shares	30,000	$ 1	all	$1.20, buyers
Great Eastern and Caledonian Gold Mining Co., Ld.	35,000	$ 5	$ 5	57½ cents, sellers
Great Eastern & Caledonian preference shares.....	70,000	$ 1	$ 1	35 cents, sellers
Société Française des Charbonnages du Tonkin.....	16,000	Fcs. 25	all	$300
Queen's Mine, Limited.	400,000	25 cents	25 cts.	30 cents
Raub Aust. Gold Mining Co., Ld....	200,000	£ 1	14/6	$6½, buyers
Olivers Freehold Mines, Ltd.....	a15,000	$ 5	$ 4	$6½
HOTELS, ETC.				
Hongkong Hotel Company, Ltd. ...	12,000	$ 50	all	$119, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited.....	60,000	$ 10	all	$15½, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$127
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$10
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$ 10	$ 10	$26½, buyers
MISCELLANEOUS				
Ball's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15	nom.
Campbell, Moore & Co., Limited....	1,200	$ 10	all	$14, buyers
Geo. Fenwick & Co., Limited.	6,000	$ 25.8	2	$42½
Hongkong Bakery Company, Ld.	600	$ 50	all	$25
Hongkong Dairy Farm Co.	10,000	$ 7½	$ 5	$5, buyers
Hongkong Ice Company, Limited...	5,000	$ 25	all	$128, buyers
H'kong Rope Manufactory Co., Ld.	5,000	$ 5	all	$200, buyers
Hongkong Cotton Spinning Co., Ld.	12,000	$ 100	$ 10	$56, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	17,500	Tls. 10	Tls. 10	Tls. 55
International Cotton Manufacturing Co., Ld.	10,000	Tls. 10	Tls. 10	Tls. 70
Lapu-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	Tls. 73
Carmichael & Co., Ld.	2,000	$ 2	$ 2	$3
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 50	Tls. 50	Tls. 375
China Provident Loan Mortgage Co., Ld.	50,000	$ 20	$ 10	$9½, buyers

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LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
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